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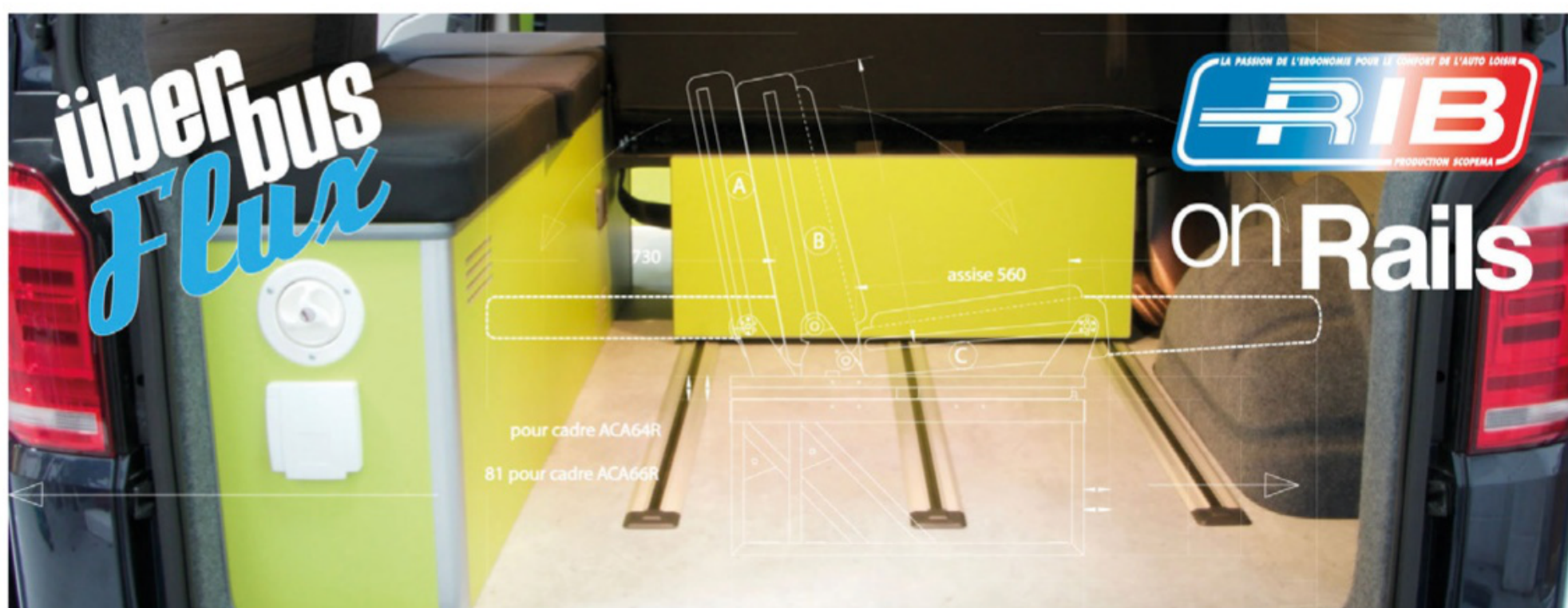
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VWBUS T4&5+

Well Christmas is finally upon us and a lot of people use the time to reflect on the year just passed. We could have done that; we could have filled the issue with a rehash of 2019 and knocked off early. But where's the fun in that? Instead we've doubled down and brought you an issue jam packed with new stuff.

I'll admit that our Bus Of The Year competition starts in this issue and that does deal with our favourite buses of 2019. But that's hardly a rehash, it's more a celebration of excellence. Besides, that's only two pages, the other 98 are as fresh as the other side of the pillow.

So, here's what we have for you: T4-wise we have the coolest school bus out there, Lee Gambling's T4 Doka, the whole school bus thing will become clear when you read the article. Then there's a super rare (only four in the UK rare) Karmann Colorado Edition owned by Lee Barlow. Our third T4 is Chis Dunkley's smooth and shiny self-built camper. On the T5 front we have Stephen Davies' Madagascar orange camper, built for a mountain biker who wants to abandon his tent. We follow this up with Steve Passmore's self-built purple camper, it's a real head turner. Speaking of head turners, we also bring you Andy Stretton's

jaw dropping TSI T6 in Grape yellow. It's our cover bus and my pick for Bus Of The Year.

Elsewhere in this box fresh issue you will find Anne's mum flying with a Spitfire, I know that doesn't sound very likely, but read the article and all will become clear. Adam went to the beach for a kite buggy, land yacht and blokart event, think speed, adrenalin, summer and 'Beach Vibes'. Steve recalls his weekend at Camper Calling and while we're in full summer mode, Simon reports on a day spent at Beach Dubbin on the south coast.

We didn't entirely ignore Christmas though and the

Chef cooks up some Dubmas Mince Pies, whilst the Vee Dub family share their Christmas cheer with the help of new freelancer Santa Stomper.

Happy Christmas, happy camping and don't forget to vote!



Jimmer

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This month I have mostly been...

So, another year is almost done and Christmas is on the horizon. The annual Bus Of The Year is in this month's issue with some cracking buses for you to choose from. I'd advise you to peruse the choices on offer carefully, before

going online to vote (for my choice, Matt Epps's excellent T4, obviously!). All that's left is for me to wish all our readers a Merry Christmas and a Happy New Year! Alan



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Buses

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Lee Gambling cannot get enough of his cool T4 Doka. We ask - Is this the coolest school bus around?

26 Tent No More

If sleeping on the ground and grappling with canvas isn't your thing, then van ownership, as we all know, is an option worth considering.

36 Holy Grail

Not many vans can make the claim to be rare, but when the vehicle in question is one of only four known to be in the country, then the argument is very compelling.

54 Purple Buzz

There are lots of ways people get into VW camper ownership, but for Steve Passmore it was because of his work T5 and an ambition 'to build one himself'.

72 Mr Clean

Shiny, happy people: Chris Dunkley and his T4 are certainly in that club. But it's been a long wait.

84 Hello Buttercup!

There aren't that many companies or indeed individuals, who when they announce a new bus, do we automatically think - Great, a new feature bus. Andy Stretton's Transporter HQ is one such company.



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The latest news from the VW van scene.

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Alan has noticed a subtle change in the scene this year, a growth in the 'Kombi Nation'

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David goes exploring in North Norfolk in his loaned T6



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Simon was in Southsea earlier in the year, he had a great time at this one dayer.

34 A Vee Dub Family Christmas

Our new freelancer, Santa Stomper, gives us the lowdown on this ever popular group.

44 A Spitfire Over Kent

Anne visits Headcorn Aerodrome where her mum is 'flying with a Spitfire'!

60 Bus Of The Year

It's time to get voting for your Bus Of The Year

62 Beach Vibes

Adam reports on what some Transporter owners get up to whe given several miles of golden sands, a variety of Kite Buggies and BloKarts etc. Oh and some wind!

66 Camper Calling

Steve was at Ragley Hall where the sun shone brightly and the bands were just as outstanding.

Roundup

The latest T4 and T5 news from around the world



Camper Mart

Display Buses Required

Camper Mart approaches, the tickets are already on sale and we are now organising the buses for the inside displays. We are looking for some cool buses that will interest show goers. Last year we increased the number of buses on display inside, we also instigated a new show and shine competition held outside. You can enter both, although clearly, we will only approve one of the applications. So, if you have a Transporter of any age, from a Split Screen to a T6, a Crafter or a Caddy and you think it would look good inside (or outside) the halls at the Telford International show then let us know. The show will be held on 2nd February and if you want to buy tickets, apply for an entry to the inside displays and/or enter the show and shine, then visit www.campermart.co.uk and fill out the relevant short form.

Sealey Competition

Online Entry

Sealey are giving you the chance to win one of their seven drawer push-to-open rollcab tool chests in hi-vis green. The new APPD7G rollcabs are constructed from heavy gauged steel with steel inner walls for extra strength and durability. The heavy-duty 45mm ball bearing drawer slides provide superior performance and carry heavier loads. The new and innovative 'push-to-open' drawer system for easy opening, even when your hands are full, is a convenient feature. The design features perforated side panels for hanging tools and accessories. The top and corners are coated with plastic to avoid damage when moving it around and they are finished in a rust and solvent resistant powder coat paint. The units have cylinder locks and are supplied with two keys for security. Simply register or sign into the Sealey website at www.sealey.co.uk for your chance to win. The competition closes on 31st December 2019.



VGC Expansion

New Somerset Home

VGC have been in contact to tell us that they are opening a new depot in Highbridge, Somerset. Their new depot allows them to stock a large range of VW camper glass in both premium and economy grade for the T4, 5, 6 and Crafter, including their exclusive flush sliding window, along with a wide selection of trims and adhesives. For both trade and retail enquiries you can contact them by email at highbridge@vgclimited.co.uk by telephone on 01179 822352 or on their normal website at www.thevehicleglasscompany.co.uk

07 DECEMBER Van Goths Vdubz Christmas Party

Stoney Stanton
Search Facebook for Van Goths Vdubz

08 DECEMBER Oxfordshire VW Transporters Gift Run

Pear Tree Services to John Radcliffe Hospital
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08 DECEMBER BeDub Santa Cruise

Lee Mill to Colebrooke Transporters, Plymouth
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14 DECEMBER VDub Family Christmas Cruz

Long Ashton to Portishead
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24 DECEMBER It's Nearly Christmas

Time To Leave The Workshop
www.nearlychristmas.com

25 DECEMBER New Bus Parts Day!

At Home
www.happynewbuspartsday.com

26 DECEMBER Open The Box Day

At The Workshop
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02 FEBRUARY Camper Mart

Telford International Centre
www.campermart.co.uk

15 - 16 FEBRUARY Dubfreeze

Stafford County Showground
www.dubfreeze.co.uk

08 MARCH Ultimate Dubs

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03 - 05 JULY Camper Jam

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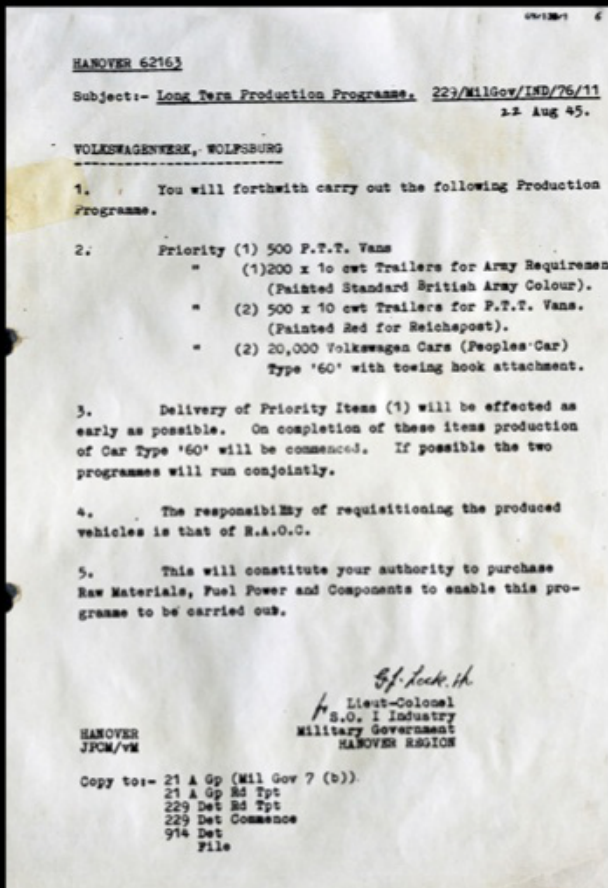
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If you know of any amendments or of a show not listed please email:
alan.hayward@vwbusmagazine.com
so that updates can be made for the next issue.



History Time 70 years Ago

Earlier this year VW passed a significant landmark, editorial space was tight at the time, but we didn't want the moment to go unremarked. In October 1949 the British Military Government handed over trusteeship of Volkswagenwerk GmbH to the Federal Republic of Germany, the young West German state, which had only been founded shortly before.

The British had laid the essential foundations for the later global success of the Beetle and of Volkswagen itself when they transferred Volkswagenwerk GmbH and the Wolfsburg plant to German control 70 years ago. The British Royal Electrical and Mechanical Engineers (REME) were responsible for the Wolfsburg plant from June 1945. Senior Resident Officer Major Ivan Hirst came to the plant in August and immediately started to establish a functioning automobile plant for the VW Beetle (Type 1) with pragmatism and a farsighted approach.

As a company under British military management, Volkswagenwerk was able to take a pole position from which it was able to start immediately in Germany's nascent automobile society and to become a symbol of West German reconstruction and the German economic miracle.

Colonel Andy Thorne, CEng, Deputy Chief of Staff British Forces Germany, and Lieutenant Colonel Tony Maw, MBE CEng FSOE, Officer Commanding the Germany Enabling Office, were guests at the works' meeting in Wolfsburg. At the meeting, the workforce, employee representatives and management commemorated the transfer of Volkswagen to German control 70 years ago together with Stephan Weil, Minister President of Lower Saxony.

Homeless Help Olpro's Charity Initiative

Awning, tent and camping accessory company, Olpro, are once again collaborating with the homeless charity Caring For Communities and People (CCP) this winter. The aim is to help them keep rough sleepers warm in the night shelters run by CCP across Worcestershire in the West Midlands. Last winter they donated hundreds of sleeping bags to CCP and other homeless organisations, this year they want to do the same again. You can help by purchasing a sleeping bag at cost price, and Olpro will do the rest. That's just £11.00 to help CCP keep rough sleepers warm this winter. Your donation will include a sleeping bag and a pack of wash mitts and will be donated directly to CCP who will ensure that they are distributed and used where needed most. Further to the bag donation, for every sleeping bag sold, £1.00 will be given to Maggs Day Centre who are fundraising to create a new day centre in Malvern, following the death of two local homeless men and the need for improved homelessness services in the area. More details can be found at www.olpro.com



BusKit

VW Bus would like to wish all our readers a wheelie, wheelie Merry Christmas



Fintastic

New For Yule

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Super Cell

Seasonal Rims

New for the T5 and T6, the 'Cell' by Super Metal has squared spoke faces and a concaved profile, combined with classic V and H spoke elements to create this radical and original design. Load rated and available in a variety of finishes and colours.

Cost: £840

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www.supermetal.co.uk



Verso

Christmas Cracker

Calibre's sharp new five split-spoke design, the Verso, is load rated and exclusively for the Transporter, it comes in gunmetal and is available in 18" and 20".

Cost: From £599

WHEELWRIGHT

www.wheelwright.co.uk



Wolfrace GTP

Crimbo Coolness

The GTP is load rated, comes in 20" and 22" and is available in a variety of colours. The rim can be custom drilled to fit almost any five stud fitment. So, it's good for the T4, T5 and T6.

Cost: £867.80

WOLFRACE

www.wolfrace.com



New Twist

Y-Spoke for Xmas

The Zito ZFO1 is an 18" load rated wheel and tyre package for the T5 and T6. It's available in either gloss black or silver. The sharp-edged design is a new twist on their normal Y-spoke design.

Cost: £1,069.95 (including tyres)

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The Ultimate

Santa's Five Spokes

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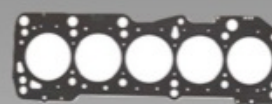
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Gambling Addiction

Lee Gambling can't get enough of his cool T4 DOKA

  Simon Cooke







“**T**o be honest I actually built this for Kerry, my wife, as her daily driver and even the kids say they have the coolest mum ever to be driving around in a Doka,” admits Lee Gambling - the boss at VanCon Conversions. Apparently it’s an ideal VW for the school run and shopping, and of course it can also be used for business too as it’s perfect for picking up sheets of ply or the odd Rock & Roll bed. And it’s not a bad company demo van either. Especially for a company that’s only been up and running for a year.

Lee has only been into VWs

As soon as we got it back to my unit we completely gutted it, took the insides out and the bed off

for the past six years or so. Before this Doka he had a lovely Batman-themed green T4 which was featured by VW Camper & Commercial a while back. He’d already been working on people’s vans on the side when he was made redundant from his driving job. So, he decided to take the big jump into the conversion market. In fact his first proper

job was actually converting a 20ft shipping container into a mobile home! Then he built a T5, swiftly followed by a T6 and business took off so quickly he’s recently moved into a larger unit which can house four vans at once.

So why a Doka? He says that it was investment, practical and a demo vehicle all rolled into one. “I’ve wanted one for about five

Beach life

You'd never guess this wood's humble origins.





Bus details

What did the van start as? T4 Doka

Colour? Stagecoach blue

LWB/SWB LWB

BHP? 68

Wheels type and size? 17" banded steel wheels

Tyres? F 205/50/17
R 245/45/17

Lowered? 50 mm with shorter shocks and Volglund 50 mm springs on the rear

Why is it special to you? Because they are getting rare now and we built it ourselves and it's for the wife, what else matters as long as they are happy?

I'd like to say that as I've been after one for ages that I'd never sell it...

years, but I could never afford one because they are pretty rare. They are however, a Pick Up you can modify," said Lee. "Actually I wasn't really looking for one at the time but it was the first van I saw for sale at this year's Bristol Volkfest; it had just had the cab restored, so it looked as good as new. I told the seller that I had to have it," he continued. Although it had a fresh coat of paint on the cab (with a front-end conversion from short to long-nose) - by Dub Depot in Bristol - and a new set of rims, it only had a bare wood bed on the back and Lee immediately spotted the T4's potential. As a bonus the T4 had recently been fitted with a new turbo, new uprated injectors and even a new clutch.

Lee says he'd already made plans for the T4 even before he got it back and stripped it down in his workshop. He knew he'd want something different from the pallet / burn wood rear end which many owners seem to favour with their Dokas.

"As soon as we got it back to my unit we completely gutted it and took the insides out, the bed off and removed the wheels, so we could get a proper look at it," he remembers. Wheels were an easy choice - some banded steel rims from Damian at Banded Steel Wheels in Exeter. The door cards and roof were re-covered with some Golf GTI-style tartan - and by the time this feature is published the seats are likely to have been re-trimmed to match. 🏠



Double Din install



Mostly unaltered

I looked at buying new pine for the bed, but that was too expensive

Next Lee turned his attention to the rear end. "I looked at buying new pine for the bed, but that was too expensive and getting oak instead was a ridiculous price," Lee grumbled. The solution? He bought twenty reclaimed scaffolding planks from eBay for £12 each, the seller even dropped them off - which is just as well as the postage would have been a killer, never

mind trying to get through his letterbox. He sanded the planks until they were as smooth as a baby's bottom, then coated them with six layers of yacht varnish.

Next Lee fabricated and installed a steel chassis for the bed. "Then I made five steel supports and uprights and fixed the wood to them using coach-bolts etc" he said. He's added a wooden



Lowered and lovely





It was the first van I saw for sale at this year's Bristol Volkfest

steering wheel to compliment the back end, which was stolen from his Mother-in-Law's camper. He's also stuffed a double DIN head unit in the dashboard.

Lee says the square rear lights that had been fitted really didn't do the T4 any justice, so those were replaced with these round LEDs which he thinks were originally for a truck trailer.

Sure it's not as good to sleep in as his Batvan - in fact it's pretty rubbish, but they do have a huge family tent instead and the Doka is perfect for lugging all their camping kit to and from shows. He's not a regular entry in the Show & Shine at shows, but is happy to have come home from the VW Jamboree in Cornwall with the prize for Best T4 in his pocket.

Lee has a few more tricks up his sleeve for the Doka's flat bed. "I'm thinking of fitting one of those canvas roofs on a frame over the back, so that we can add a few seats in the rear and on sunny days

just park up, roll up the sides and sit there and chill out," he revealed. Sounds good to me.

Since being out and about with this creation he has been approached by a potential customer who has asked about getting something similar done to his Pick Up. Lee told him it would be about £6000 including a full paint job, a lovely new bed and some wheels. He's now waiting for the customer to leave a deposit so that he can get cracking on that.

At the moment Lee is delighted with his creation, as are his wife and kids, it's getting a lot of use and admiring looks whenever it hits the streets.

However that situation might just change, as Lee hinted with his closing remark: "I'd like to say that as I've been after one for ages that I'd never sell it, but like anything if somebody came along with the right money then I might be tempted!"

Well, business is business. 🚫



Lee

And I'd like to thank...

My wife (Kerry) for putting up with my late nights, and grumpy days doing my job & hobby..

Damian Force for the banded steels - See Facebook

Dub Depot Bristol

Vancon conversions - See Facebook

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Beach Dubbin'

If Carlsberg ever branched out into running one-day VW Shows, then they could do a lot worse than base it on Beach Dubbin'

 Simon Cooke



Last year's event was the first ever Beach Dubbin' after it evolved from many successful years of Beach Buggin' and was taken over by a new organising team, albeit at very short notice. With a year's experience under their belt, the team were back again and this time it was even bigger and better - if it continues to grow again next year, and I see no reason why it wouldn't, they're going to need a bigger field!

It took place on Sunday August 4th, in the usual location - right opposite the beach at Southsea - and once again it was blessed with lovely weather - in fact to be honest it was better than last year, which was just too hot! Mind you it must still have been on the toasty side for the

Stormtroopers and poor old Chewbacca! Apparently one of the organising team has signed a contract with the Devil, to ensure the first weekend in August always has good weather for their show, so far, so good.

I'd say the show was almost double the size of the 2018 event - who wants to know some impressive facts and figures? If you don't, look away now. The show included four charity stalls, fourteen caterers, seventeen auto jumblers, twenty-four club pitches totalling 431 vehicles, forty-six trade stands, 131 Show & Shine vehicles and a further 940 general entrance vehicles in show arena two. Apparently, there were 1,504 vehicles on site not including staff, trade/ caterers etc. They didn't even bother to



If it continues to grow again next year, and I see no reason why it wouldn't, they're gonna need a bigger field!





AT THE SHOW

Despite being a local, this was Graeme's first trip to the show and he was there topping up his tan while his lovely Bay sat in the Show & Shine. He was amazed at quite how large the show was and rather surprised that the general public could just walk in and around the show for free. He says he will certainly be back next year.





count the BMXs and motor bikes!

I can't give you a visitor figure, and neither can the show team; because of its location, right on the sea front, the show is open to the general public who can just walk into and around the entire show without paying any sort of entry fee. It would cost a fortune to fence off the entire site, so they could then actually sell tickets. But having been to a lot of past shows at the location, I can confirm there were lots of people there again in 2019 - it took me ages to take each photo without getting too many people in the foreground. But that's not a bad thing as it opens up the VW scene to loads of new people, who would never have dreamed of actually going to a VW show.

And it's not just VWs either - not by a long way. Aside from a wide range of both air and water-cooled VWs, which you'd expect, you can also view motor bikes, BMXs, Minis, Fire Engines and Custom Cars / Hot Rods - and if you walk across the road you can watch Hovercraft, ferries, windsurfers

And it's not just VWs either - not by a long way

and sailing boats - now that's quite an eclectic mixture for what is supposed to be just a VW show.

For the kids there was face and pottery painting tents and even a breast-feeding tent (still something I've yet to see at any other VW shows). There was plenty of entertainment on the live stage (well really just a patch of grass) from Slippers the Split Sound System, combined with various other acts including a large choir.

Best Club stand of the day went to the Wolfsburg Bus Crew - they were delighted as it was their first appearance at the show - but credit where it's due the WBC always put on a cracking line up. Support for the show came from Just Kampers, JKM Motor Services / JKM Performance, Farmer's Choice Free Range, Need Street Food, Heritage Parts, Fandango UK, Surge Designs and Confetti Coast Photography. About £12,000 was raised for their chosen charity


(the final figure has yet to be accounted) - the Hampshire & Isle of Wight Air Ambulance.

Beach Dubbin' is billed as the ultimate VW show by the sea - and I can certainly see why they picked that as a title. They have already picked Sunday August 2nd for the 2020 event - let's see just how big it can get. 🚫



Tent No More

If sleeping on the ground and grappling with canvas isn't your thing, then van ownership, as we all know, is an option worth considering

 Steve "autoholic" Edwards







Pure paints stunning work

As an avid mountain biker, Stephen Davies and his son, Oliver, regularly head out to the trails in Cannock Chase Forest, which feature jumps, drops, rock gardens and some awesome descents. They are frequently joined by Stephen's mate Nick and his son Ryan, both also proficient mountain bikers. It was on one of these trips, whilst assembling tents, that the universe gave them a sign as to what the future might hold. Their camping neighbour pulled up in a Caravelle T4, plugged in his electric, pushed up his elevating roof and smugly put the kettle on whilst the fellas struggled to erect their canvas adversaries. Although they did eventually succeed, Nick and Stephen looked at each other and in unison, vowed that they

would never again wrestle with make-shift shelters, that should then be conscribed to the rubbish bin. Within a year they would both own suitable camping vehicles.

Nick accomplished his goal in just ten months, when he found a T5 in Primer Grey that had seen service as a builder's van. Stephen's search had been completed a month earlier when, after looking at quite a few vehicles, he stumbled across this 2012, 1.9, short wheelbase version that had been painted in a rather unusual shade of orange, one that is normally reserved for Jaguar sports cars. It's not from the RAC we promise. Stephen had been quite specific about what he'd been looking for, as he wasn't keen on inheriting someone else's conversion, preferring instead the fun of organising it

Bus details

What did the van start as? Panel

Colour? Jaguar Madagascar Orange

LWB/SWB SWB

BHP? 170bhp

Wheels type and size? Cruise 190s 19"

Tyres? F 245/40/19 R 265/35/19

Lowered? -50mm

Why is this bus special? It makes me smile, it's as simple as that.

all himself. With that in mind, both guys approached Wakefield Van Works to see if they might be interested in converting both van's to a very similar spec, fortunately they agreed. The furniture was constructed from lightweight MDF, and Stephen's van is finished with an orange splash back, grey veneer for the remainder and a worktop with a little bit of sparkle added.

He'd already had a HiLo Sport roof fitted, but unfortunately the company he'd chosen didn't do the best job of fitting, the business doesn't exist anymore so Stephen took his complaint directly to HiLo. Even though they hadn't had anything to do with the install, HiLo didn't hesitate to make things right, they even gave Stephen a new mattress to compensate for any inconvenience caused, now that's customer service





PPTuning exhaust and bumper

Their camping neighbour pulled up in a Caravelle T4, plugged in his electric, pushed up his elevating roof and smugly put the kettle on

for you. Stephen chose the HiLo product as with having a short wheelbase van, every inch count. He especially liked their ingenious hinge system, which creates a lot of headroom when the top is up and the bed is not in use.

The standard Volkswagen front seats remain in place, but they have been modified with a hinge that allows the double one to not only fold flat, but also gives it the ability to recline fifteen degrees. This means that Stephen's partner, Carol, can enjoy a little comfort. It also swivels and has been re-trimmed by Vision Leisure in grey vinyl with orange stitching and piping. They

also included some embroidered VW badges to the seat backs in a matching hue. Stephen was adamant that he wanted the safest rear seat possible and set out to find one. He finally spotted an M1 crash tested rock & roll bed that fitted the bill perfectly, it was trimmed to match the front ones perfectly by Pete the Seat in Stoke-on-Trent.

The van was then taken on a trip to Scope Automotive, who installed the audio and video upgrades, they also very kindly provided the location for this shoot. They fitted a Kenwood DNX525DAB head-unit that is a direct replacement for the item that VW fitted in the factory. It's





19" Cruise 1905



Max

The standard Volkswagen front seats remain in place, but they have been modified with a hinge that allows the double one to fold flat

been supplemented with an amp, a ten-inch JL Audio sub-woofer and a full set of Rainbow speakers, which really pack a punch. In addition to the audio Scope added the split charge set up, an inverter and a TV which has had its output linked to the speakers, making movie watching a fantastic experience.

Scope has many years' experience fitting out full size coaches, so it was an easy decision to get them to add some lighting to the interior of the van while they were in there.

The super cool rear bumper came from a visit to the 2018 running of the Derbyshire Dubs event, where Stephen and Carol were camping

with Nick and his wife, Nicola. The girls went for a wander leaving the men enjoying a cold beverage and returned with a cute new van mascot which was promptly named Max the Bear. Stephen and Nick's vans have been nicknamed Max and Paddy, hence the name and the "On Tour" stickers. Upon their return to the camp the boys decided to take their ciders for a walk and on their stroll, they met Jason Rix and David Humberstone of PP Tuning and Pure Paint respectively. Nick convinced his buddy that one of Jason's stainless-steel exhausts would be a great addition to his vehicle and that the accompanying bumper would finish it off perfect. Upon chatting with the aforementioned sellers,





Amazing dash upgrade



the van was duly booked into both workshops. Stephen also asked Pure Paint to add some paint to the dashboard, door cards and even the door and windscreen surround. He gave David a brief remit and left him to it. To say the finished job exceed expectations is an understatement! The dash had received a cool two tone finish, complimented with a subtle VW logo in contrasting orange, while the door cards received a similar treatment, this included the door pockets that are now strictly off limits to all users.

To make sure he drives the van sensibly, Stephen has ensured that he takes care of his inner speed demons. To that end he has purchased a Alfa Romeo Giulia Quadrifoglio. The 510bhp, biturbo,

V6 is in standard trim, but has still been able to achieve 158 miles per hour down the back straight of the Bruntingthorpe track, there was still more to give, but Stephen ran out of road. The van on the other hand brings out Stephen's calmer side. This is handy as he recently completed a mammoth European road trip, covering 2500 miles and eight countries in seventeen days, which was a great experience.

Van ownership has been a revelation and a huge upgrade from the days of sleeping on the ground, so if you are thinking about taking the leap and joining Stephen, along with the rest of the readership, then we're sure they would encourage you to take the plunge and say "no more" to tents. 🚫



Stephen

And I'd like to thank...

Wakefield Van Works – www.wakefieldvanworks.com

HiLo Roofs – www.hilorooofs.co.uk

PP Tuning – www.pptuning.co.uk

Scope Automotive – For the ICE and who very kindly provided the location for this shoot

Pure Paint – www.pure-paint.co.uk

And of course Carol for her patience.

T5

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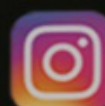
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A Vee Dub Family Christmas

Since their first meet in May 2015, the Vee Dub Family have come a long way

 Santa Stomper  Andrew Thompson



What started out with the intentions of a small, local group of like-minded friends to go camping with, it quickly grew and earlier this year they passed 12,000 members. Along the way they've run meets, charity cruises and events, attended club stands, run their own Weekender camp outs and shows, taken over the running of Cruise to the Prom at Weston, supported several shows with crew come rain or shine, entered (and crashed in) a soapbox race for charity and so much more.

With the ethos that you only need to have a love for anything VW to join in (VW ownership is not compulsory!), the group have established themselves in the scene as a friendly, welcoming and non-judgemental bunch.

The core team – Steve, Sam, Josh, Sadie, Jez, Julia, Tori & Delboy can often be spotted at the shows sporting their neon yellow VDF crew tops and are always happy to help out where needed or asked.

Next April sees them celebrating their fifth Birthday with their annual Weekender Camp Out at Unity Farm in Brean - a chilled out, back to basics weekend of camping, fun and games at the end of the Easter half term. This year Steve surprised his now fiancée Sam by proposing to her at the big group photo (lucky for him she said yes in front of everyone!), he's hoping next year will be a little less nerve-racking.

At the end of May 2020, they are back at it with Cruise to the Prom in Weston, this established one day charity show on the

beach lawns is well attended by clubs and individuals alike. With twenty-six trophies awarded last year to a massive range of Dubs, from a Fridolin to a Golf R, shows the amazing range of vehicles and enthusiasts who travel to the show. They've even organised camping nearby for three nights over the bank holiday weekend for just £45 per vehicle.

Charity is something very close to the hearts of the core team at the Family and since its inception, with the help of their members, they have raised more than £20,000 for charities and causes around the country. The pictures you see here are an indication of just how far they go in pursuit of spreading the Dub love – club co-owner Steve Wright's van was probably the most shared festive vehicle on social media last year, after he covered it in 3000 lights for the whole of December and travelled to a variety of festive Cruises and events around the country.

Their next charity event is the Vee Dub Christmas Cruz



Their next charity event is the Vee Dub Christmas Cruz which takes place between the Long Ashton Park & Ride in Bristol and the Portishead Lake Grounds on Saturday 14th December. Last year they attracted 116 Christmas bling'd Dubs despite the rain and it was watched by hundreds of people along the twelve-mile route. This is a Christmas Cruz with a difference – run in the early evening just as it gets dark, most owners adorn their Dubs with lights along with other Christmas decorations. Be sure to come along this year to see what group sponsors Simply Surf Bus have planned, all we can say is pickup, and tree, it is going to be entertaining! It costs just £5 per vehicle to take part and they will be raising money for the Bristol Children's Hospital's appeal to equip a helicopter covering the whole of the South West with lifesaving paediatric equipment, but also collecting presents for the children who are unfortunate

enough to be spending the festive period in hospital instead of being at home with their families.

If you fancy getting involved just search Vee Dub Family on Facebook or check out their website (www.veedubfamily.org), Steve and the Vee Dub Family team would love to have you along. Be it through the live videos on Facebook or the 'cook what you brung' breakfasts at camp outs, Vee Dub Family is probably the most chilled out group of happy, welcoming and inclusive Dub loving people we've had the pleasure to meet. 🚗



Holy Grail

Not many vans can make the claim to be rare, but when the vehicle in question is one of only four known to be in the country, then the argument is very compelling

📷 Steve "autoholic" Edwards





17" RH ZW15

Since he was a young man, Lee Barlow has been into Volkswagens, his first was a very cool Mk1 Golf GTI, but since then he's pretty much had an example of every model from the manufacturer. Rumour has it he's even got a T5 as a works van, but he won't admit that, even though it's true. His mate Scott has one, but Lee claims that it spends more time on axle stands in his garage, than it does on the road,

we're sure that is an allegation that Scott will hotly deny.

Lee got into campervans quite early on and has bought and sold quite a few, he's even had quite a few "keepers", which always seemed to be pried out of his grasp for the right amount of money. He's had a few Auto Sleeper conversions, a couple of Caravelle's and more recently a really nice Multivan. Generally the vehicles are in need of a little work, so after

he's added extra value they get moved on down the road.

After attending Camper Jam in 2018, where the weather was so hot Lee decided that he and his partner, Natasha, deserved a little more comfort than they were experiencing. Even though the showers provided on site were perfectly fine, to have one of their own would have made the weekend that much better. Having had a good look around a particularly well looked after Karmann Colorado T4 belonging to John Cunningham and his wife Sam, it was featured in Issue 44 and is a very well-known van as the couple use it all year to publicise VW Festival, Lee vowed that by the 2019 Camper Jam, he'd own a similar vehicle. He began a search that he expected to take him into Belgium, Holland and

Bus Details

What did the van start as? Karmann Colorado Edition

Colour? VW Grauweiss

SWB/LWB? LWB

BHP? 102

Wheel type and size? RH ZW1 17"

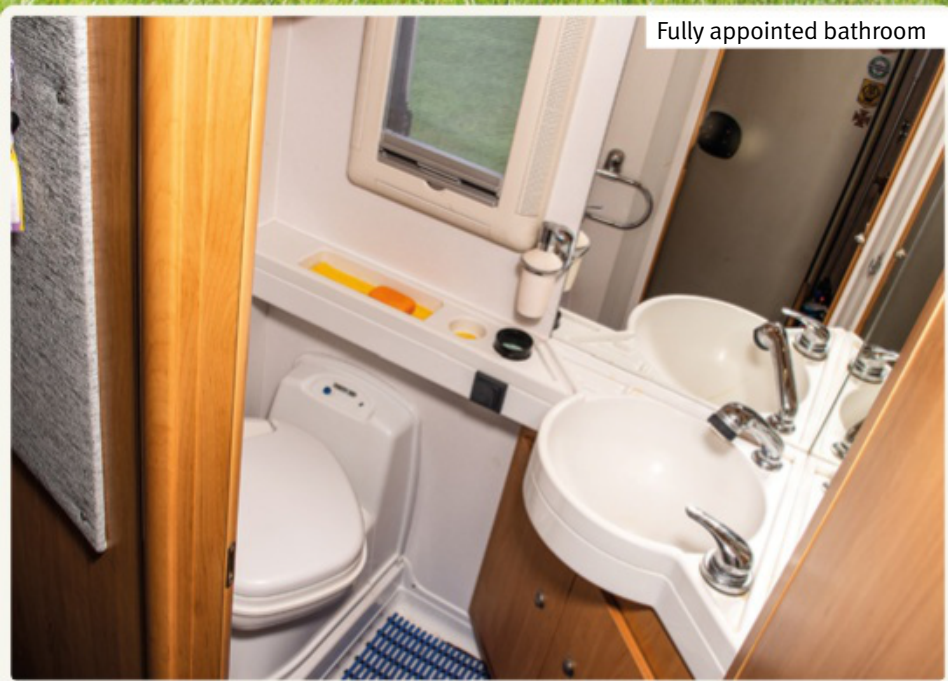
Tyres? F 235/45/17
R 275/40/17

Lowered? -60mm

Why is it special to you? It's the best I've ever seen and I've been looking long enough.

Lee's had quite a few "keepers" in his tim, they always seemed to be pried out of his grasp for the right amount of money





Fully appointed bathroom



Rare graphics package

To his surprise the van was not only a Karmann Colorado which made it rare enough but it was an Edition model

possibly deeper into Europe. A search on Google turned up a quite surprising result, there was a 2003 Colorado for sale in the UK. Not only that, but it was in North Wales so not that far from his midlands base in the grand scheme of things. Lee called the seller and arranged a viewing. To his surprise the van was not only a Karmann Colorado, which made it rare enough, but it was also an Edition model, built to celebrate the twenty-fifth anniversary of the company's involvement with Volkswagen's Transporter model. The Edition comes absolutely stuffed full with equipment as standard. It seems that as this was a very special model, and Karmann would begin working on the new T5 version very soon, they threw everything they had

in the box at them. The conversion comes with air conditioning, cruise control, an electric drop-down step at the habitation door, special silver upholstery, a silver laminate on the furniture, and a very special metallic sticker pack on the exterior.

Lee knew that this was truly an exceptional vehicle and one that would not come up for sale again anytime soon. He needed a little time to sell his 1980 Jetta, which is apparently, the most original vehicle, with the lowest mileage, 19000 from new, anywhere in the world. The seller agreed he'd wait a few days, so that Lee could get the money together. He approached his friend Graham, who he knew wanted to buy the Jetta. He'd accompanied Lee when he bought it and had been on at him ever since to sell it to him. When it came to



Complete with Camper Jam award

It's impossible to know how many vehicles came out of the factory as when Karmann Mobil was bought out, all the paperwork was destroyed

it, Graham could see how much it was hurting Lee to sell the car, even to him, and so did what any good friend would do for his mate, he lent him the money instead!

When he collected the van, Lee found that the front seats came with removable seat covers that could be washed, unfortunately

the driver's one was missing. Lee contacted the previous owner to ask if he happened to still have it, he didn't and so he left a message with the importer and crossed his fingers. Sometime later, Lee took a phone call from a guy who had imported the van and had been trying to trace the new owner, he

had had the cover, but had put it out in his rubbish bin earlier that week, he was away from home, but was heading back the day before his refuse collection was due. That meant Lee had to cross his fingers even harder. To find a replacement cover, as there are only four examples of this model known by the Karmann Coachbuilds Club in the UK, or to get the exact material to make another would have been a virtually impossible task. Thankfully, in due course, the freshly laundered cover arrived and was installed in short order.

It's impossible to know exactly how many vehicles came out of the Karmann factory, as when Karmann Mobil was bought out,





Coolness personified in a Coachbuilt

As you might expect, Lee has put his own stamp on the vehicle, but sympathetically, so as not to lessen the value of the vehicle

for some reason all the paperwork was destroyed. The only records available are from the owners club, who can only document the ones they are aware of. The Edition of course has a fridge on board and it, along with hot water system and the blown air heating, are all fed from two 13kg bottles that live in their own dedicated storage compartment. The bottles are filled with LPG and utilise a 'Gas It' set up, so the bottles can be filled at a regular petrol station, at the appropriate pump naturally.

Lee and Natasha use the dedicated bed over the cab as it has a mattress designed for sleeping on, rather than dropping the table and sleeping on the seat

cushions. They report it's very comfortable especially as there is an outlet for the hot air heating up there too. As you might expect, Lee has put his own stamp on the vehicle, but sympathetically, so as not to lessen the value of the vehicle. For example he's put a solar panel on the roof to keep the leisure battery topped up when they are visiting their favourite camping spot, Shell Island.

Reaching what Lee considers to be the pinnacle of camper vans has been quite some time coming, but he was lucky and all the planets aligned at the right time, so this ultra-rare, and highly sought after van won't be going anywhere, well not unless the right offer comes along... ➔



Lee

And I'd like to thank:

Graham for the help when I needed it
Scott & Carl for the T5 banter
And of course Natasha for her patience.

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Flying With a Spitfire Over Kent

Last year my Mum had a 'big birthday'. So, my brother and I decided we should do something special in the way of a birthday present

Anne Rogers Anne Rogers & Jan Furze

Regular readers will know that I'm an aviation enthusiast, especially when it comes to historic propeller-driven aircraft such as the Lancaster, Hurricane, and Spitfire. I can pretty much lay the blame for this at Mum's feet. Twice. Firstly, when she learned to fly while I was a child, resulting in many trips to Blackbushe and Biggin Hill while she flew there, as well as visits to air shows. Secondly when she asked me to go with her to take pictures of her experience taxiing in an Avro Lancaster NX611 'Just Jane' at the Lincolnshire Aviation Heritage Centre. (That trip to Lincolnshire was also significant in terms of me buying a camper van, as it happens, but that's another story.)

As we couldn't afford to buy Mum a flight actually in a Spitfire – yes, you really can fly in a Spitfire! – we instead bought her a voucher for

a flight alongside one, via Aero Legends. She must've been pleased because she burst into tears when we gave it to her on her birthday!

But she had to wait quite a while for her flight. The original date booked was scrubbed due to weather, so it was quite a few months later before we climbed on board Tonks and set off for Headcorn Aerodrome in Kent, one of the airfields Aero Legends operates from. We'd decided to make a 'short break' of it with an overnight stop on the way, so once we'd done the tedious motorway part of the journey, we enjoyed winding our way through the beautiful countryside of Kent. A county I don't know all that well, but which was bringing back all sorts of memories for Mum, who grew up there.

We'd originally planned to camp overnight, but for various reasons our plans changed and I found



Flying with a Spitfire



My mum with Spitfire behind

'Elizabeth' takes off



Passengers board the Chieftain



Aviation Tour?

We took a leisurely drive across from Wiltshire to Kent. Although we stayed in a hotel this time, there are plenty of campsite options, and a number of aviation related attractions, including the Battle of Britain Memorial at Capel-le-Ferne, Kent. On our way home, we detoured to Biggin Hill, where the Biggin Hill Heritage Hangar now restores Spitfires. You can sit in a Spitfire there, as well as tour the hangar, but you will need to book.

Headcorn has a long and illustrious history relating to aviation

myself tucking Tonks up for the night outside a small hotel on the edge of Tunbridge Wells. After taking a stroll to the pretty, but sadly rather in need of some TLC local church, we headed back for supper at the hotel. Which to be honest was rather a disappointment to us both – I could definitely have produced a tastier meal on Tonks' hob! A planned meet up with a family member also went awry at this stage, so Mum and I were both feeling a bit stressed by the time we called it quits and went to bed.

However, the following morning dawned beautifully sunny. Mum was full of eager anticipation for the day ahead and after an early breakfast, which was a lot nicer than the previous night's dinner, I was anxious to get going so that we were there in plenty of time for the morning pre-flight briefing!

If I'd thought yesterday's countryside was pretty, the journey from Tunbridge Wells to Headcorn was spectacular. Beautiful hills and wooded valleys, past rolling fields and through pretty small towns and villages. I made a mental note to myself to come back for a longer visit, to enjoy both the countryside and the aviation history of the area.

On this morning though we had 'somewhere to be' so couldn't take the time to stop anywhere on the way. We made good time and soon arrived at Headcorn despite a minor over shooting of the road to the airfield! Headcorn has a long and illustrious history relating to aviation dating back to the Great War when it was used by the Royal Flying Corps as a training school. After reverting back to farm use, the aerodrome was requisitioned by the RAF in 1942 and named



Flying in formation

Each plane is a 'living' memorial to the sacrifices of many

RAF Lashenden. Spitfires originally operated from there in 1943, before the US Air Force bought in their P51D Mustangs less than a year later. The runway is a grass strip, evocative of the 1940's and providing a beautiful background to the vintage aircraft in particular which fly from it. It's a great location for Aero Legends to operate from with their various vintage flight experiences.

On our arrival we headed to the Dispersal hut for Mum to sign in and get her flight slot and briefing

details. Sadly, I was there to watch and shoot from the ground, rather than share the flight experience, but I tried not to be too jealous! Once Mum had her details, we headed outside from where we had a good view of Aero Legend's Spitfires, just over the fence, as well as a Tiger Moth, a Harvard and a number of other aircraft.

The Spitfire which Mum would be flying alongside was their single seater aircraft, the Mark 9 Spitfire TD314 'St George'. Built in 1944, her

RAF career was brief (though not as brief as many during that time!). She was delivered to Lyneham in March '45, and transferred for disposal in February '46. Two years later she arrived in Cape Town, having been sold to the South African Air Force, and was sold again, for scrapping, in 1954. She sat in the scrap yard for fifteen years before being rescued in 1969. She passed through a number of hands before arriving back in the UK forty years later. Aero Legends bought TD314 in 2011, and her first post-restoration flight took place on 7th December 2013. Looking at this beautiful aeroplane, it's hard to believe she was sold for scrap, and was left to decay for fifteen years. I'm incredibly thankful to all those who restore these historic





Taxying past the Aero Legends Dispersal Hut



The Spitfire returns post flight



Chieftain start up



Chieftain taking off

On board, Mum and her fellow passengers were waiting eagerly for their first sight of the Spitfire

machines and keep them in pristine condition. Each of them is a 'living' memorial to the sacrifices of many.

Basking in the sunshine, it wasn't long before Mum was called for her briefing and flight. I watched as she and the other passengers climbed into the waiting twin engine Piper Chieftain, and listened to the sound of its engines start – followed by the far more evocative sound of the Spitfire's Merlin engine! As the Spitfire taxied past, zig-zagging on the grass, it would almost have been possible to have stepped back in time. At Headcorn there are few modern distractions behind the runway to spoil a good picture. The Chieftain took off first, followed swiftly and impressively by the Spitfire, pulling up its undercarriage almost as soon as it was off the

runway. It didn't take the Spit long to catch up with the Chieftain!

On board, Mum and her fellow passengers were waiting eagerly for their first sight of the Spitfire, and it wasn't long before they saw it. Appearing from below and behind their aircraft, and coming into formation alongside, before gracefully moving to the other side to allow everyone a good view. Thanks to the brief, the passengers knew by the pilot's (Flt Lt 'Parky' Parkinson) hand signals what he would be doing next, so were ready with cameras to capture the graceful lines of the Spitfire as he flew manoeuvres which showed her off to her very appreciative audience. Long since out of our view on the ground, the two aircraft flew over Leeds Castle before heading back



Tiger Moth Taxiing

As Mum walked back over to me, I'm not sure she had yet come back to earth!

towards Headcorn to land. Once disembarked from the photo aircraft, the passengers had plenty of time to ask Parky questions, and to get a close up and personal look at the Spitfire.

And then 'the experience' was over. But as Mum walked back over to me, I'm not sure she had yet come back to earth! As she had been one of the morning passengers, we went in search of some lunch before finding a spot along the runway fence line to watch the afternoon 'Fly With...' departures and arrivals, not to mention a lucky passenger being flown in Aero Legend's two seater Spitfire NH341 'Elizabeth'. This aircraft was also built in 1944, and flew a number of operations during the latter part of the war, including patrols over Normandy after D Day, and two dive bombing missions. After being flown operationally by nine pilots of 411 (Grizzly Bear) squadron RCAF she was lost on 2 July, which makes you think about

the short life span of these aircraft during the war – and often of their pilots too. Although NH341 has been rebuilt as a two-seater 'trainer' configured aircraft, her paint and equipment have been designed to mirror as closely as possible how she would have looked when flying with 411 squadron.

Should you have the funds, you can actually fly in this veteran and iconic aircraft, and as we set off on our journey home Mum said that she'd need to start saving!

However, even if funds won't stretch to flying in or alongside a Spitfire, I can definitely recommend a visit to Headcorn if you're visiting Kent. 🚫

For more information on Aero Legends, see their website: www.aerolegends.co.uk As well as flights alongside a Spitfire, you can book flights in a Spitfire, Harvard, or Tiger Moth, or take a pleasure flight in their 1950's De Havilland Devon.



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T4

Barge's Barge

My 2003, 2.5TDI, 888, Special X, T4 was previously owned by a plumber who looked after this van. I had very limited funds once I had purchased it. But the first thing I did was to get the cam belt replaced and it had a remap at the same time, to give it a bit more power. Everything else on this van was done by myself and a couple of friends, Adrian Coslett and Jamie Cumner, outside my house. It's been dropped 50mm and sits on 17" Audi A5 wheels. The interior cost me less than £500 and that includes the windows! I still have lots to do, it's my daily driver and my weekend escape.

Steven Barge



New Converts

We are new to both the VW scene and VW Bus magazine. We recently bought a T6 High-Line as an early retirement present and are loving the VW community and have already purchased Camper Jam tickets. We love the lakes and coast and the van has allowed us more flexibility to follow the good weather. We plan on using the van throughout the winter as the fitted diesel heater allows for use all year round. We like the look of the van so don't plan on making many real changes, but have booked it into VanStyle in Nottinghamshire to fit upgraded LED DLR headlights.

Mike Sowerby



T6





T6

Kat's Chilli Camper

Although we convert vans for a living (Chilli Jam Vans), as this one's for us I thought you'd like to see it. Wanting something a little different, we went for the ultimate off-road look. Our grape yellow twin slider T6 was first fitted with Bilstein green comfort B6 dampeners and Eibach lift sport springs that have raised the Swamper by around +35mm. For the wheels we decided to use VW Davenports which were powder coated locally in Cornwall in matt black and fitted with BFGoodrich all-terrain tyres. To complete the look, we fitted new arch covers in mat black with genuine VW rear quarter window air vents. As the van is still very much intended for our camping trips, an electric Reimo roof was an obvious choice for a bit of luxury and ease, and the kids love it too.

Kat Livonen-Gray



T5

Meet Ernie.

We built Ernie as a shop truck for us here at T4 Life. But like all my projects I got a little carried away... He started life as an 05, T5 chassis cab and we did the whole build here in house. There are many subtle mods that most people don't notice till they've stared at him for a while, like the single wiper conversion and the opening rear cab window! That's a first, I think. Ernie is Seat Alor blue and runs on 22-inch rims from Transporter Life. Even though he wasn't built for shows he won his class at Busfest.

Toby Stowe



Show


GET YOUR BUS FEATURED

Yours

Send a brief description about your Bus (130 words max) and three high-res pictures to: alan.hayward@vwbusmagazine.com with the subject 'Reader's Rides'.

Purple Buzz

There are lots of ways people get into VW camper ownership, but for Steve Passmore it was because of his work T5 and an ambition to 'build one himself'

 Anne Rogers







The purple interior came first

You might not think so to look at it now, but when Steve first saw his van it was a standard ply lined panel van.

In Candy White, the van was an ex-rental white van and carried the signs of its previous use in the shape of a number of bodywork dings. It did however, have a few factory fitted goodies in the shape of climate control, Bluetooth and an alarm. It sat on 16" alloys, had the 102bhp 2 litre engine, and was basically sound. It was, in Steve's words 'a good project'.

He'd been looking for such a project van since managing to persuade wife Becky that a campervan would be a good idea, after taking her along to a show, Endless Summer, a couple of years ago and taking a good look at and in the vans on display there. The whole 'camping thing' wasn't the issue, but the Passmore's previous

portable pad (sorry, I had to do it...) was a caravan, so a bit of a shift thinking was needed. Steve and the Endless Summer campervan owners must've been convincing though, because before long the caravan was sold and the hunt was on for a van ripe for conversion. It wasn't too long before their panel van was found and bought.

The plan was to do a ground up conversion. The first challenge was getting ideas and to find the people to do the jobs. Actually, in this case the person doing most of the conversion work would be Steve himself. Very usefully he has a background working with a company producing large coachbuilt vehicles for people such as Yamaha, so he was totally unphased about most of the conversion work.

As always, the first job was to strip the van back, removing the bulkhead and fitting the

Bus Details

What did the van start as? T5.1 panel van

Colour? Custom Purple Buzz

SWB/LWB? SWB

BHP? 176 bhp

Wheel type and size? BK Racing Alloys 18"

Tyres? 255/45/18

Lowered? 40mm

Why is it special to you? We love the van and the attention it gets.

insulation and soundproofing.

The van then went to Skyline, to have one of their roofs fitted with a scenic canvas. More holes in the van followed as windows went in, though not as many holes as you'd think. as some of the windows are 'blanks' to enhance the van's looks. At this point, the only element of the build which HAD given Steve pause for thought was ready for installation: the electrics.

By this stage Steve and Becky had done quite a bit of touring round the VW meets and shows and consequently had lots of opportunities to talk to other van owners. Talking to real users and going on reputation and recommendation has strongly influenced them on their suppliers. It was one of their new VW friends who helped out with Steve's electrics worries, as they recommended a local company who made up the entire loom for





Skyline 'scenic' roof



Steve, ready for installation.

With the electrics in place the van went to Van Beds for (envy alert) an electric 130 R&R bed. The folks at Van Beds also transformed the front seats, with the first hints of the van's future exterior colour. As soon as the bed was in the van it was used for camping in (in February with no heating...) to collect the Evo Design flatpack units. Less than a month later the units were in, the lighting was installed and the panels were on. Externally, the van was lowered by 40mm on coil-overs, fitted with a set of 18" BK Racing alloys and the engine was remapped from 102 to 176 bhp. The V5 duly came back from the DVLA stating 'Motor Caravan', and in less than six months the panel van was reborn officially as a camper. Not bad considering that most of the work was done in the depths of winter in spare hours to fit around Steve's job!

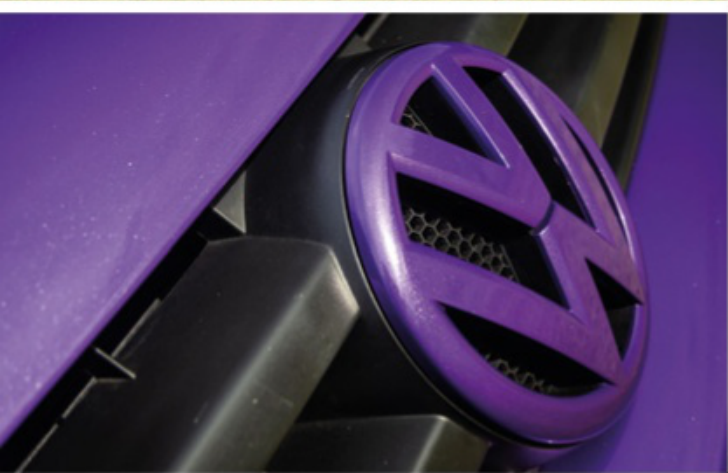
The Passmore family give their van plenty of use. As well as meeting up with fellow 'Dubbers', they often use it as a day van, heading out to the New Forest,

He'd been looking for such a project van since managing to persuade wife Becky that a campervan would be a good idea

Avebury or the south coast where they park up and 'get the kettle on' in true vanlife style. They love the freedom of being able to just get up and go, and when they have no plans for the weekend, they will often check out the weather and just head out. They use online forums to help with ideas for quick trips away, staying overnight at nice pubs or in other recommended spots. A high point of their first year of camping with the van was a meet with SCT (South Coast Transporters) at Burley in the New Forest, where their van won 'Best T5' on the day. They also love Woolacombe, because of the amazing views there.

You may have noticed though that there's as yet been no mention of the purple paint... The paint job was the last thing to be done,

around a year after the rest of the conversion. The problem was that although Steve and Becky knew the van would be purple, trying to decide on the exact colour shade took a long, long time! Trying to envision an entire van's colour from a small paint card sample was not easy. But the wait was definitely worth it. The paint they chose is a custom colour called 'Purple Buzz' (the van was christened Buzzy before her purple days!) and the deep rich purple has a fine pearlescent fleck in it which picks up in the sunshine and sparkles. It also makes the van look quite different in some lights, which was fun on the photo shoot! The van went to Bodytech in Salisbury who prepped the bodywork and did the beautiful paint job. They even painted the awning casing! 🏠



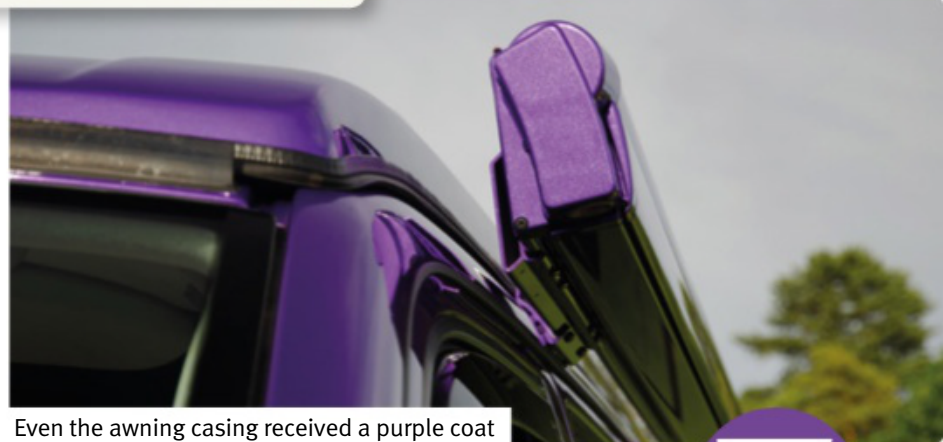
The person doing most of the conversion work would be Steve himself, very usefully he has a background working with a company producing large coachbuilt vehicles

The new colour has totally transformed the look of the van and tied the interior and exterior elements together. The van has gone from being a nice van, to being a real head turner. In fact, when it recently ended up accidentally in Newquay town centre due to a navigational error, people were stopping to film it as it went by! Steve says that the paint job is the best thing they've had done to their bus, because of the attention it attracts. Although the electric bed comes a close second! As with almost every bus, this one still has a list of 'things to do' which include new wheels and smoked rear LED lights, but with the bespoke paint only just dry it will be a while before

there are any more large outlays!

Being parked up a couple of vans away from it at Stonor Park, I can certainly vouch for the fact that this stunning van attracts a lot of attention. The pulled back roof canvas left an excellent viewing platform out across the show for Steve's daughter Crystal and her friends, while a succession of people stopped to look inside the van, admire the outside, and chat to Steve and Becky.

Since Stonor, the van has been out and about many more times and the Passmores say the freedom it gives them can't be beaten. The only downside is sometimes the weather, but that purple can shine through pretty much the worst of it! 🚫



Even the awning casing received a purple coat



Steve

And I'd like to thank:

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BUS OF THE YEAR 2019



This is our selection, but the final choice is yours

We asked nine of our regular contributors to select their favourite bus of the year. We told them to choose the bus that stopped them in their tracks over the past twelve months, what really grabbed them in 2019. What we'd like you to do is choose your favourite from these, then vote by either visiting www.vwbusmagazine.com/vote or going to our Facebook page and following the link. The voting closes on **20th January**. We will tot up the votes submitted and the winner will be announced live on stage at **Camper Mart on 3rd February**. We will also publish the winners in **Issue 94**. Happy voting!

MATT EPPS - BLUE T4 - ISSUE 86



ALAN HAYWARD: JOINT EDITOR

This bus has the lot, a clean cohesive design, a good paint job, subtle exterior mods and some killer wheels. On the day of the shoot the weather was filthy, but the bus's class shone through. It's everything a T4 should be.



ANDY STRETTON - YELLOW T6 - ISSUE 92



JAMES NORTHCOTT: JOINT EDITOR

I love everything about this bus; the colour, stance and all the extras Andy chose. But the biggest thing for me is it's petrol and Bristol is planning on banning diesel vans soon. I want this van!



ANDI HARLOW - TWO TONE T4 - ISSUE 81



KIRSTY DALTON: DESIGNER

This bus caught my eye with the two-tone paintwork. The van has a lovely retro feel with lots of copper and orange accents throughout. I think the moon hubcaps are a nice touch too! All details have been considered and I would gladly drive this bus!



DIRTY WEEKENDERS' - GRASS T5 - ISSUE 87



DAVID ECCLES: COLUMNIST

I first saw this Dirty Weekender T5 five years ago and it immediately took me back to an image of I saw in the 70s of a Beetle covered in grass. In a world dominated by shiny vans or stunning paintwork, this bus dares to be different - very different and looks as fresh as it did five years ago.



JOHN JEFFRISS - RED T4 DOKA - ISSUE 88



STEVE EDWARDS: COLUMNIST

John Jeffriss built a very cool van a while back, he'd started re-running that process with his Dad and his Doka until sadly his father passed away. John continued the build as a tribute, he did a totally incredible job and one his dad would surely have been proud of.



RICH KETTLE - RED T4 - ISSUE 91



ADAM HOWARD: FREELANCER

I chose this because it's a feature that I have genuinely worked on from start to finish, but more than that, having met the owner in person, I picked up on his infectious enthusiasm for all things VW and note the time and effort that went into building a truly stunning bus.



LEE WILSON - GREY T6 - ISSUE 88



ANNE ROGERS: FREELANCER

Tetraplegic Lee Wilson knew exactly what he wanted: "It had to be a VW Transporter and it had to look cool." It is, and it does! Lots of people say their vans have changed their lives, and Lee's truly has. And did I mention it's completely cool?



SHANE PHILLIPS - GREY T4 - ISSUE 83



ANDREW THOMPSON: FREELANCER

For me Bus Of The Year has got to go to Shane Phillips aka Scarface Lowriders, although this maybe more than just the "Bus Of The Year" award in my mind. Over the last couple of years Shane has been on hand for T4 owners helping them out and making lowering the front of the T4 a much easier job with his relocation shock plates. He is a sound guy with a quality bus as well.



UBERBUS - BLUE T6 - ISSUE 85



SIMON COOKE: FREELANCER

As usual a tough choice - but this year I'm going to go with the Uberbus T6 Swamper - the ability to go anywhere you like, but in perfect luxury. If only I had a spare £50,000!



LAST YEARS WINNER




CRAIG KINCAID - DORY THE GRAND TOURER - ISSUE 75



Beach Vibes

A lot of us VW Transporter owners have hobbies and interests that make the ownership of a van extremely practical

 Adam Howard

Throw in the great build quality, the reliability and the fact that we can fit out our interiors to suit our needs and choices, perfectly illustrates why the VW and the hobby/interest go together so well.

When I heard about an event called Beach Vibes, a Land Sailing and Kite Buggy gathering taking place on Cefn Sidan beach, that makes up the coastal part of the five hundred acre Pembrey Country Park near the town of Llanelli in Carmarthenshire, I knew I needed to go along and see what this was all about.

Beach Vibes is run and put together by the same team that brought you the infamous No Barriers events. But back in 2016, it was decided that that would be the last year that those

get togethers took place. After a short hiatus, at the end of 2017, a year that had seen no land events in the country at all, the team decided to re-group and re-brand, the Beach Vibes event was born.

This new event is run by Ian 'Nudge' Pearse, Cheryl Larsen and David Wilmer along with members of the Carmarthenshire Land Sailing Club (CLSC) and as such is open to Kite Buggies, Land Boarding, BloKarts, X-Sails and Mini Land Yachts. The date for this year's get together was 15th-16th June 2019 and ticket costs were £45 for non-CLSC members, £35 for members and £25 for non-flyers; these prices did include camping on the Friday and Saturday nights, although facilities at the designated campsite were very



No 'luffing' matter



Flat out



Huge kites, huge speed



Land sailing



The first few runs were just steady, as folk felt the wind in their sails and eased into it in order to get a measure for the strength and direction of the wind

basic. There are however other campsites very close by and these could, of course be considered at a small additional cost.

This year Beach Vibes attracted around a hundred and fifty Land Sailing enthusiasts and a host of VW Transporter owners alike, with parking on the main flying days (Saturday & Sunday) just behind the sand dunes, access to the six miles of flat and hard packed beach was easy enough. With the wind being somewhere in the 17-20mph range, in the morning it was cross-onshore and in the afternoon directly on-shore everyone was able to sail across the beach and make the most of

the nice open beach. Of course, myself being a surfer 17-20mph on-shore winds are words only uttered in nightmares for me! But for Land Sailing these conditions were pretty much ideal. Add to this, the fact that on the Saturday the sun came out first thing and for the most part stayed out all day, meant a whole extra pleasure to the trip was added and made for very pleasant sailing conditions on the hard-packed sand.

With the tide at dead low around eleven o'clock on the Saturday morning, those looking to fly made their way to the beach, unpacked all their



Blue sky and big kites



Tandem sailing



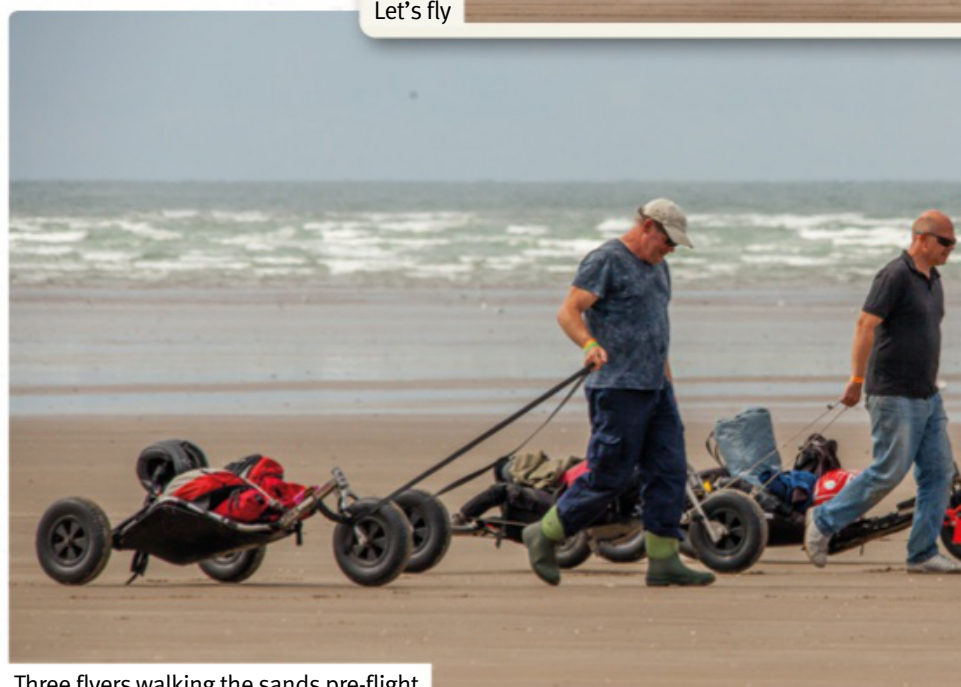
Let's fly

It didn't take much time for everyone to warm up and before long they were absolutely flying

equipment, including Kite Buggies and Land Yachts, stowed kites, helmets, harnesses and any other safety equipment and began the walk along the beach with their kit in tow, to where the organisers had designated a suitable start point and the place to make base camp for the day. Over the next hour or so there was plenty of activity as everyone inflated

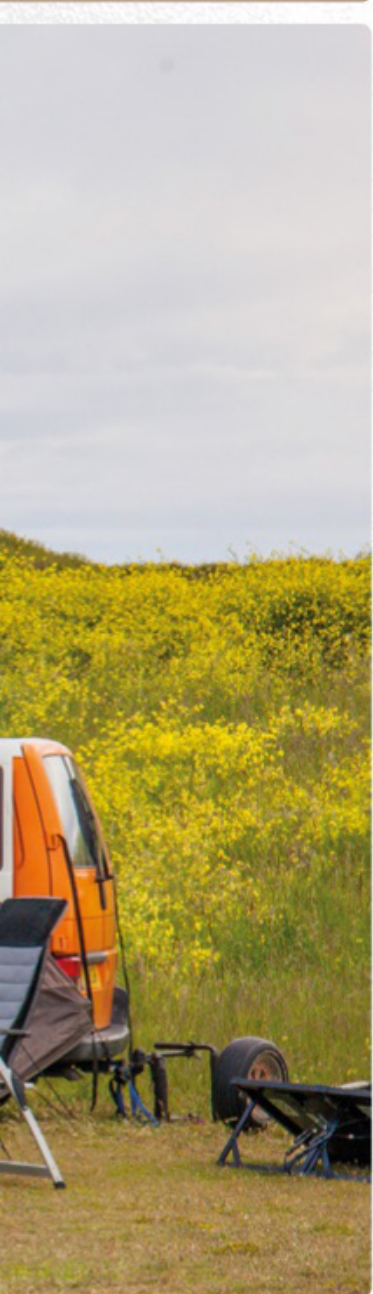
their kites, checked their lines and generally chatted in small groups about the day ahead; there was a feeling of excitement and building anticipation in the air as everyone had really looked forward to this event. After travelling many miles and with favourable winds, the flying was at last about to begin.

The first few runs were just



Three flyers walking the sands pre-flight





Two-wheeled action



Big air



Saturday evening barbecue

steady as folk felt the wind in their sails and eased into it, in order to get a measure for the strength and direction of the wind. It didn't take much time for everyone to warm up and before long they were absolutely flying across the six miles of golden sand; with speeds of around thirty-five miles an hour plus, easily being achieved. When it is remembered that all Land Sailing equipment sits only a few inches off the ground, the feeling of speed is magnified and the endorphins quickly started flowing through the veins.

Some of the kites in use were huge and when filled with a good wind propelled the flyers along at a tremendous rate of knots. The broad grins on their faces as they went by were testament to the fun and exhilaration being had. Along with the bigger gusts and skilful flying some serious 'air time' was achieved by some, as they launched themselves high into the air before de-powering and coming back down to earth with a soft landing, then continuing with their speed runs.

After a full day flying and as the evening set in, thoughts were rapidly turning to food.

This new event is run by Ian 'Nudge' Pearse, Cheryl Larsen and David Wilmer along with members of Carmarthenshire Land Sailing Club (CLSC)

Packing away and re-loading the equipment into VW vans didn't take too long and all participants made their way back to camp, to freshen up and change for the evenings barbecue.

The organisers had put together a superb feast under the main awning on the campsite, that in the morning had doubled as the flying registration area. With the fantastic smell of burgers and onions, sausages and vegetarian options cooking away on the hot plates, the queues for food were understandably long and all the food was very popular and went down a treat, as everyone piled high their plates and heartily tucked in.


The organisers had decided that a couple of very worthwhile charities should also benefit from the Beach Vibes spirit.

This year the chosen two were the R.N.L.I. and M.I.N.D. and thanks to everyone's generosity the fantastic sum of £1,700 was raised over the weekend.

The following day, after a good night's sleep it was back to the beach, and with a good wind forecast once again, more fantastic Land Sailing took place. Before long however it was time to think about packing away for the last time and heading for home. All in all, it was a great weekend and I'm sure the Beach Vibes events will continue to grow year on year. So, if you're a Land Sailor of any persuasion and love getting your adrenaline rush on a great beach, with a nice country park in Wales as your backdrop, then Beach Vibes 2020 could well be worth adding to your diaries. 🚫

Camper Calling 2019

If the sun shines on the righteous, then those that attended this year's Camper Calling event must have been very, very virtuous indeed

 Steve "autoholic" Edwards




In fact there's only one word to describe the weather that graced the 2019 Camper Calling event and that's "Scorchio!" Yes, the sun shone and continued to beat down all weekend, which prompted festival goers to take to the shade, or if there was none, to add shelters and take appropriate actions for themselves and their kids. The show is a music festival rather than a VW affair, but it is brought to you by the same people that organise Camper Jam and Camper Mart, which is obvious by the level of professionalism in the organisation of the event.

Held in the beautiful grounds of Ragley Hall, it's the home of the 9th Marquess of Hertford and his family who are direct descendants of Edwards Seymour whose sister Jane was married to Henry VIII. The house isn't always open to the public, but the family not only very

graciously invited festival goers into their home for a tour of the ground floor, as they still live upstairs, but kindly allowed the Mind Calm, Tai Chi and Belly Dancing classes to be held on the lawns. The house is built in the Palladian style, which was very popular in the 17th and 18th centuries in Great Britain. It was built to mathematic proportions and designs made popular by Venetian architect, Andrea Palladio.

Being a Family Festival it's not a surprise that Camper Calling had entertainment laid on for both young and old, for kids there was an adventure playground, tree climbing with ropes and a zip wire, storytelling venues. For the more noisy, a junk orchestra, where from time to time all participants were encouraged to perform together in a coordinated fashion. For the music lovers there were three separate music stages, the Dance Big Top, the

Freshly Squeezed Stage and of course the main Lakeside Stage. Things got underway on the Thursday evening for those who had bought the appropriate tickets with performances from The Real Thing, The Christians and a set from Craig Charles. The Big Top also played host to some Salsa and Latin Dance classes and Lekkidō, Lord of the Lobsters, who brought his Euro pop, claw based dance and exercise mix to the event. Friday had a full programme on all the stages with the headliners being Uncle Funk on the Freshly Squeezed, a Lycra 80's party happening in the Big Top and Artful Dodger on the Lakeside, they had one of their biggest hits with the track "Re-Rewind" that featured Craig David, you're singing that now to yourself aren't you?

The four camping fields were filling fast with some cool Volkswagens but they appeared to be outnumbered by some rather swanky caravans and quite a few very large tents that appeared to come out of some unfeasibly small vehicles, but while some of the areas did seem a little cramped, which was the choice of the campers pitched there, there were others that had a lot of space available all weekend. 

For the music lovers there were three separate music stages, the Dance Big Top, the Freshly Squeezed Stage and of course the main Lakeside Stage



A wide range of entertainment



The lake was a draw for many





Skin was astounding



Tony strutting his stuff



Tree climbing was popular



AT THE SHOW

Kate, Owen, Finlay & Matt brought their very cool, matte green LT to the event, work will commence shortly on a matching camping pod to be towed behind.



A Palladian pile





Some shade with a view

Saturday was a very busy day that began with Mr Motivator waking everyone up on the Lakeside stage, it was all go in the campsites and in the trader lanes too, the organisers have taken a conscious decision to limited the amount of traders and have made sure that there is a good mix of products available with minimal overlap. This of course ensures a happy experience for both shoppers and traders alike. The main stage was chocked full of talent with performances from former X-Factor contestant, Lucy Spraggan, Northern Irish rockers Ash, The Feeling who played many of their hits in addition to an excellent mega-mix of covers and The Fratellis who closed the night on a huge high. In the Big Top the headliner was the Dutty Moonshine Big Band, who brought just some of their fourteen band members to perform their mix of heavy bass and jazz, to a very appreciative audience.

Sunday dawned another sunny day, but with other things going on some people took the opportunity to head home leaving those remaining to chill out and relax in the glorious weather. The day continued in the same vein as the previous two with

On the Lakeside stage Tony Christie thrilled the audience with renditions of some of his greatest tunes, including as he put it, “that song”

lots going on in every direction, including people having fun out on the lake in canoes, on paddleboards, or just enjoying the water. On the Lakeside stage Tony Christie thrilled the audience with renditions of some of his greatest tunes, including as he put it, “that song”. He was followed by indie rock band Sleeper, before they turned the stage over to headliners, Skunk Anansie. The band who began back in 1994, but had a small break between 2001 & 2009, have had six studio albums and made quite the entrance with their lead singer, Deborah “Skin” Dyer, utilising two separate outfits in the first two numbers, and then heading off into the crowd, mic in hand still performing. She had also been seen with other band members wandering the show earlier in the day, enjoying the weather and the ambiance of the event.

As with Camper Jam, Blue Loos, did an outstanding job of making sure that the all the portable toilets on site we kept clean, emptied and tidy all weekend. Also, the event discouraged the use of single-use plastics by all the festival goers and the traders too, there was a vast difference in the amount of litter on site compared to other shows. That meant that Morris Holdings, who were taking care of the tidiness of the site and the removal and recycling of the waste, could concentrate their efforts where they were needed, rather than continually picking up after people, hopefully other event organisers will follow this lead.

You can find out more about the 2020 event and who will be appearing once the names have been released on the website, www.campercalling.com, and let’s hope for a repeat of the superb weather. 🚫

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Mr Clean

Shiny, happy people: Chris Dunkley and his T4 are certainly in that club

Simon Cooke







Inspired by Banksy

There has been a very long gap between campers for Chris from the Midlands, and there are some major differences between his first and his current camper - aside from the seventeen-year gap.

Chris was only eighteen when he bought a Devon Bay - and despite that tender age that was already his 5th vehicle; he changed his cars more often than I change my socks. He'd bought the camper on impulse having spotted it at the side of the road and he realised the potential, he bought it as an investment. However, he swapped it soon

after for a Vauxhall Corsa - he now accepts that was a schoolboy error.

So fast forward seventeen years and he's finally a VW camper owner once again. "I've been into water-cooled VWs for the past couple of years and I wanted something like my Bay, but newer and still with a classic look," explained Chris. He really wanted the extras such as power steering, electric windows, heating and brakes that worked; all items in short supply with your average Bay. Besides a Bay was currently out of his budget, as was a Splitty.

In 2017 he found what he'd

been looking for. "I spent three or four weeks searching the internet every day, looking for exactly the right van," said Chris. "This was only the second one I actually went to see; the first one was totally rotten, although it had looked good in the photos." He was looking for something that was solid with low miles that he could start working on from a blank canvas. "Externally this T4 was in good condition and it was originally being used to transport workers for their base to building sites," explained Chris. He assumed that it would have been fitted with several rows of seats while it was in 'working-mode' but by the time he got his hands on it there were only four seats. "In the back I stripped it back down to an empty panel

Bus Details

What did the van start as? T4 800 panel van

Colour? Sandstone

SWB/LWB? SWB

BHP? 104

Wheel type and size? 16" Steels

Tyres? 205/55/16

Lowered? 60 mm on coil-overs

Why is it special to you? It represents me, all modifications have been chosen by myself and I've tried to keep it unique, there are many more mods to come, getting ready for next year's show season

At the moment the van's really nice to drive and brilliant on fuel





It's the little details



Mercedes AMG front perches



We decided it made more sense to cook outside the van and make better use of the space inside instead

van, then had it all soundproofed and insulated," said Chris when quizzed on the initial steps to his conversion.

As you can see he's gone more for a day van style conversion rather than a full-on camper - although it is used for camping. He cooks in the awning and that's where the three kids sleep, while the adults get the van as their bedroom. "We use the van a lot, but we decided it made more sense to cook outside the van and make better use of the space inside instead," he confirmed.

Streamline Beds fitted his full width R&R bed while AMA Transporters did him a very good deal for his glow-in-the-dark bench seat. Chris is an electrical supervisor so knows one end of a screwdriver from the other, so he's installed the VIBE ICE himself - that's a 1200W sub, some 6x9s, plus some extra speakers (2 x 5" speakers

& tweeters in the centre console) and some red VW logo lighting.

Up the front he now sits on some very posh Mercedes AMG fully electric and heated seating, which he says is very comfortable. Parts of the dash have been painted using a lace technique, this has also been added to the door pulls - he's retained the Banksy artwork on the door cards which the previous owner added.

On the outside there was no rust and no panels needed to be replaced, although it wasn't perfect. "The paint was very flat and not very glossy, but it's had plenty of polishing since I bought it," Chris pointed out. In fact that's a major understatement - he has a part-time hobby valet / detailing business - Wax Wizard - and says that his van received sixteen hours of extra pampering in the days leading up to this photoshoot!

Other external changes include



Lace detailing

The paint was very flat and not very glossy, but it's had plenty of polishing since I bought it

the de-badged grille, a side exhaust, and those wheels which were only refurbished a few days before this photoshoot took place. "They are gloss back with a red pearl, but there's not enough red, so I'm going to get them done again," pointed out Chris. "I want people to look at the wheels and be amazed that they change colour as they walk around the van and the light catches them from different angles." The van sits lower than standard on some JOM shortened shocks on the front and some matching coil-overs on the rear, although it might be even lower by the time this feature is actually published.

Apart from the side exit exhaust

there have been no changes under the bonnet. "The only thing you can really do with this engine is to adjust the fuel pump and the engine timing," said Chris. "I know a lot of people do a Golf TDI engine conversion instead, but I'm quite happy with low and slow for the moment." In fact, T4 owners have been known to go for even more extreme engine upgrades from the Golf range including a VR6 - we have a feature with one coming up soon.

"At the moment the van's really nice to drive and brilliant on fuel, and to be honest it's like driving a new van compared to my old Bay," Chris concluded. Sounds like one shiny happy owner to me. ➔



Chris

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Van Haven

It's unusual for me to visit a company for a shop tour and not really know that much about them prior to my arrival 📞📍 Alan Hayward

Van Haven was one such company though. Sure, I'd heard of them, we've even featured a couple of vans that were supplied by them, but that was about it. So, when I rocked up at the workshop and sales site I was blown away by the size and professionalism of the company. Down in Dorset, James Ottewill and his team have been quietly beaver away building a very successful business.

James, a VW enthusiast started the company back in 2012, after having built his own camper using a panel van as the base and selling it on, he realised the business opportunities available. Having started as a one-man band, he now employs twelve people and the company occupies a 9,000 sq ft unit with expansion plans well advanced. In fact, they

may well have started since my visit. The core of their business is vehicle sales - they have over fifty vans in stock and are the largest independent stockist in the south west and building their trademark 'Haven 6' Kombis. What is a 'Haven 6' I hear you ask? Well it is a stylish Kombi upgrade that can be purchased off the shelf from them, or it can be a menu-based design choice that you make in conjunction with Van Haven. They offer, amongst other things, exterior light upgrades, styling kits that include unique front-end treatments and ABT products, roof and side bars as well as rear spoilers. They also offer "Black Optics", a package that adds another layer of coolness. Inside they offer multifunction steering wheels, lining and insulation and a wide variety 📦







None of this prepares you for the sheer quality of design and execution that Van Haven provide

of seating upgrades, including some beautiful custom leather upholstery. The list goes on, but none of this gets across the point. None of it really prepares you for the sheer quality of design and execution that Van Haven provide; their Kombis really are stunning. ICE as well as performance and handling upgrades are available for the discerning Transporternaut too. They will only work with the best companies, as a consequence they supply and fit Slidespods and Forty Winks seat bed systems amongst others. Van Haven have a body shop on site and offer full or partial vehicle wraps.

They are pretty active on social media so its worth checking out

their Facebook page where they keep everyone up to date on their latest developments. At the time of writing they were detailing the H6 TT100 panel van that they've just designed for the trade. They often have giveaways, including at present a holiday to a farmhouse in France with a T6 for five nights.

So, we start with the premise that Van Haven sell transporters and build cool Kombis, we end with the idea that they can pretty much supply anything that you could want, Transporter and Kombi-wise. Then we meet Mark. Mark used to work at a conversion company, and he has been recruited to develop a





new string to the company's bow, full camper conversions. They already have all the skills in the workforce, Mark is there to help James knit it all together.

On my visit I was particularly taken with a Yellow 'Haven 6' Kombi on the forecourt and couldn't resist sneaking off with it for a forthcoming feature shoot.

I arrived not really knowing a whole lot about the company. I left with my mind blown by the size of the sales side and impressed by the professionalism and dedication of the workforce and the quality of the work they produce. That and the need for a yellow 'Haven 6' Kombi with all the option boxes ticked, including Black Optics inside and out. Dear Santa... 🚫

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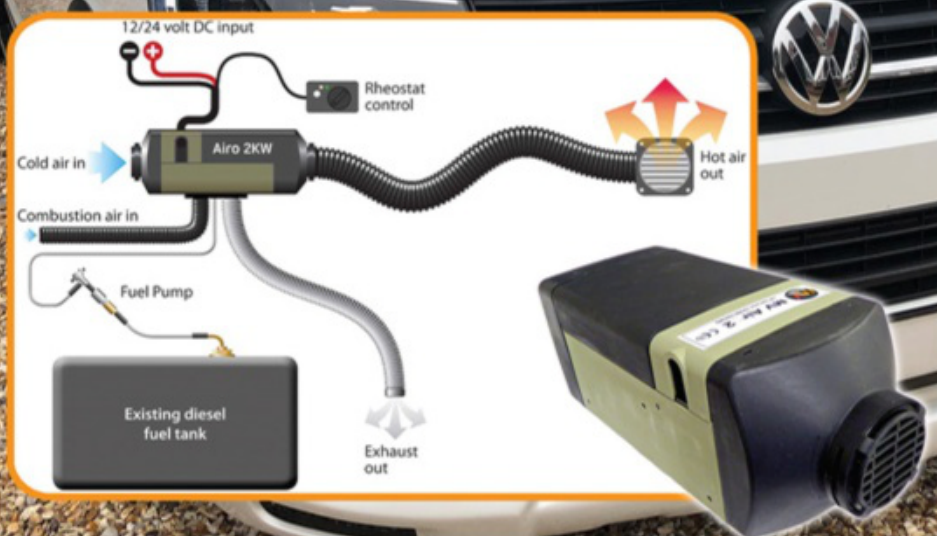
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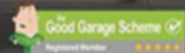


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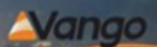
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Hello Buttercup!

There aren't that many companies or indeed individuals, who when they announce a new bus, do I automatically think – Great, a new feature bus

Alan Hayward  Andrew Thompson







Upgraded 'Comfort' dash

Andy Stretton's Transporter HQ is one such company, one of those select few. Even as that thought settled in my mind another, even rarer one occurred... probably a cover bus too. I love it when I'm right! There are many operational reasons why it took so long to get it into the magazine, but the important thing is, it's here now. Think of it as a Christmas gift for you, dear reader.

When I spoke to Andy earlier in the year, I asked him what the motivation was behind the bus? His initial answer was a little surprising. "I have four

children," he told me, "I wanted them to be able to travel in comfort and luxury". I say surprising, because, in no way does it explain how it came to look so damn cool! It is, however, factually correct, a cursory look over the bus reveals comfort and luxury at every point; that and a dash of Transporter HQ wizardry.

Purchased from VW as a brand-new Kombi, Andy ticked a load of the option boxes, Comfort dash, single heated seats up front, power folding mirrors, the Discovery media package, a detachable tow bar and twin sliders amongst many others. Chrome Yellow was

Bus Details

What did the van start as? T6 Kombi now Caravelle

Colour? Chrome Yellow

SWB/LWB? SWB

BHP? 320

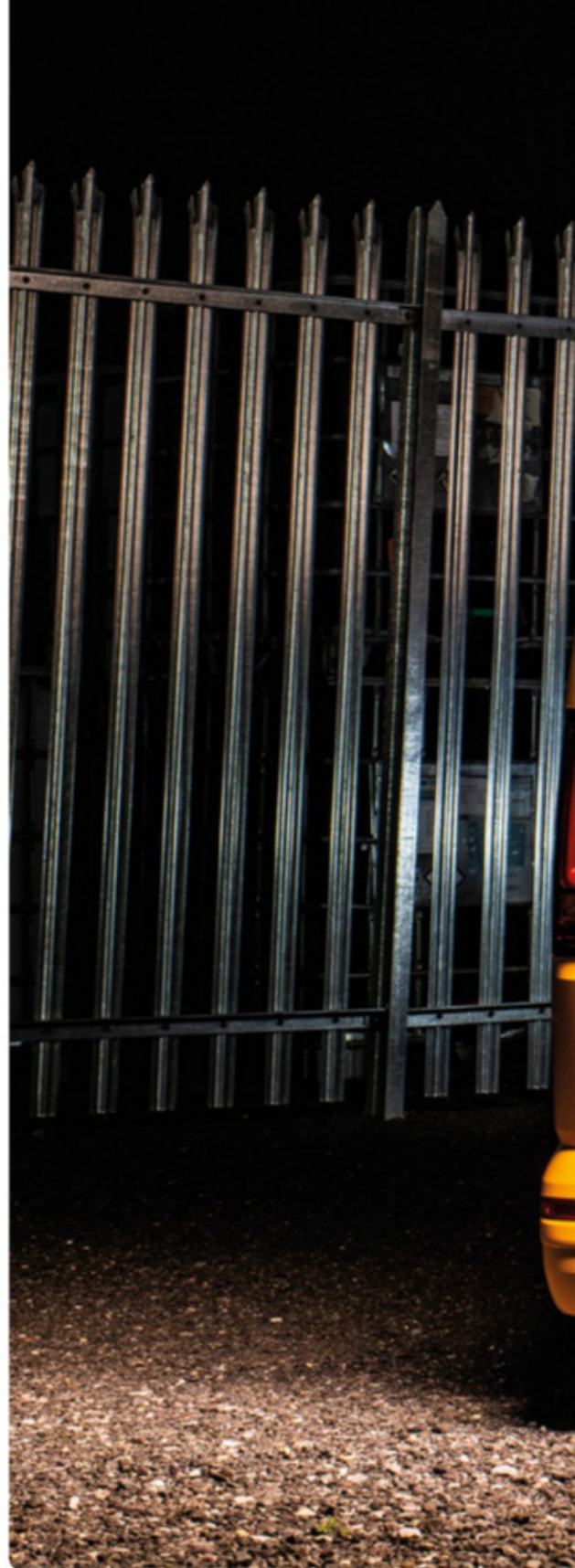
Wheel type and size? 20" Ferrari Italia

Tyres? F 225/35/20 R 255/35/20

Lowered? On ABP air suspension

Why is it special to you? Because I've designed it from scratch, to exactly how I wanted it. I get a great amount of pride when I regularly get comments on social media saying it's the best T6 on the scene.

The bonnet is Marmite, but I love Marmite





Subtle Ice upgrades



Revo and Transporter HQ put their collective heads together and it now has around 320bhp

specified so that it matches the shop truck that we featured back in 2018 (issue 77). Another important part of the spec is the 2.0 litre petrol TSI engine, which came jammed full of 204 horses, more on that later.

Once this already good-looking bus arrived at Transporter HQ's errr... HQ, Andy set his crack team to work. His first impression of the bus was one of "altitude sickness" so the bus has been lowered, and then some. Using an ABP air suspension set-up including an Endo-CVT silent compressor system, the work required some extra arch cutting and extreme hub mod, some skinny CV boots, Insignia drop links have been utilised but not before they have been shortened by 7mm and sleeved, even the battery and ECU had to be raised.

While we're down here at road level, let's talk wheels. It arrived on seventeen-inch Davenports but at the time of the shoot it sported twenty-inch Ferrari 458 Italia rims, staggered with 8.5 on the front and 11.5 at the rear, they are wrapped in Nankang rubber, 225/35 up front and 255/35 out back.

Staying on the tech side, I mentioned it was delivered with 204 horses under the bonnet. Transporter HQ are agents for Revo and sometimes act as developers for the company. Well, they put their collective heads together and it now has around 320, courtesy of a Revo Stage Two remap! A Wagner Evo2 intercooler, along with Forge silicone hoses and a Revo panel filter can be found nestling in the engine bay, under that stunning bonnet. ⬇️



Forge Motorsport 'big' brakes have wisely been added to haul this beast safely to a halt

Paintworx in Loughborough made this for Andy, who reckons, "It's Marmite, but I love Marmite". I have news, Andy, here at VW Bus we are Marmite lovers too. The bonnet is stunning and paired with Transporter HQ's badgeless grille, a gloss black lower bumper lip and their LED front fog light upgrade means the T6 really looks the part from the front (as it does from all angles). Back under the bonnet, Jack's Shack have fabricated a custom downpipe that connects

to a new Milltek cat back system, all of which improves the exhaust side of proceedings considerably. Upgraded Forge Motorsport 'big' brakes have wisely been added to haul this beast safely to a halt.

That takes care of the power and handling improvements, so let's look at some of the comfort and luxury. Inside, the Kombi interior in the rear has been removed and replaced with a deluxe Caravelle interior, the front seats have been re-upholstered to match. Of



Cool Caravelle interior



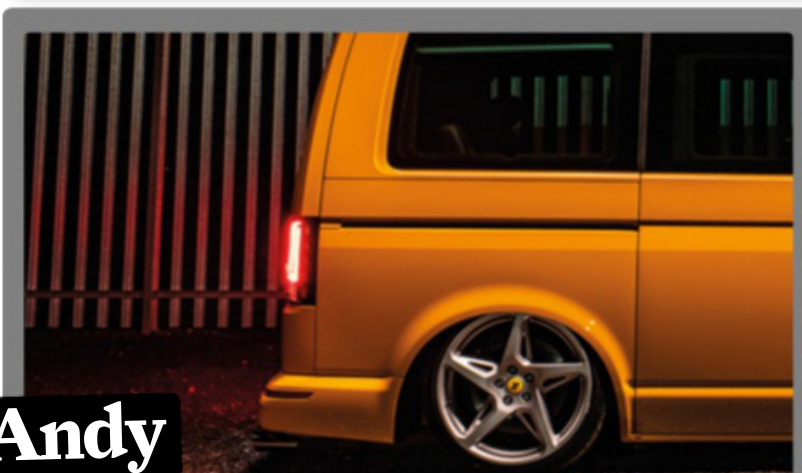


It attracted loads of attention in the campsite, the Ferrari wheels helped

course, this was done after the bus had been fully insulated, sound deadened and carpet lined, with a genuine Alcantara headlining included. Vanshades' excellent window pods have been utilised throughout. In the cab black Caravelle door cards and lower dash have been installed as has an 'R' flat bottomed steering wheel with paddle shifters. There's a hidden wireless phone charger in the comfort dash. A full Alpine audio system install has been completed with upgraded speakers and tweeters including A and B pillar tweeter builds. An Audison processor along with 2 x 12" Alpine subs reside in the rear and there are colour coded LEDs around the two Alpine amps set in the boot floor. There's a smart charge split charge system under the front passenger seat for 240 hook-

up and additional USB sockets dotted around. A Rokk iPad Pro roof mount (for the children in transit) completes the upgrades.

Don't for one moment think that all this comfort, luxury, style and power goes to waste. Oh no, this bus is used exactly as intended. One of Andy's favourite trips was when he took his wife to the Belgian Grand Prix in Spa last August. It was apparently "quick and easy to get there", they slept comfortably in the van and it attracted loads of attention in the campsite. Although Andy reckons that "the Ferrari wheels helped". My favourite story that Andy tells about the bus is how, when a neighbour complained about the noise they were making, they referred to this Chrome Yellow beauty as "The Buttercup Bus" a name, which has much to Andy's chagrin, has stuck. 🚫



Andy

And we'd like to thank:

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FARNHAM 07831249811
E: PGIGARAGE@HOTMAIL.COM
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1972 VW CAMPER VAN



£20,000 100000 1972
07940443270 London
E: ola.iwanik@gmail.com
A lovely 1972 camper van in great condition throughout. It sleeps 2 adults and 2 children. It has a pop-up roof, a gas cooker, a coolbox, storage space etc. We are selling as we are not using her as much as we would like to. Full documentation of major upgrade in the last five years and MOT is available.

T30 TRANSPORTER SE 140TDI



£14,950 55000 2010
07802805631 Leicester
E: andy@selbys.plus.com
Nine Seater Van Finished in Metallic Grey with Charcoal Trim. LOW MILEAGE of 50k with Full History. Twin Sliding Doors. Recent Cambelt Replacement. Really tidy bodywork with exceptionally clean interior. Private use only! 2010/60 plate.

1985 PETROL T25 WATER-COOLED



£3,595 119000 1985
Newquay 07964407399
E: carlyturner50@hotmail.com
Mot till April 2020 119000 miles Loads of new parts Inc battery, starter motor, alternator and belt, plugs, leads, clutch Bodywork reasonable condition Original interior tarty but all functioning 4 berth, 6 seats all with seat belts, sink with water tank and running water, 2 ring hob. And grill, fridge, leisure battery, interior lighting

INCREDIBLE A TEAM VW VAN



£54,500 24000 2017
07827018999 Truro
E: david@RESCUEGLOBAL.ORG
Volkswagen Transporter Sportline 2.0 BiTDI BlueMotion Tech Sportline T32 Kombi DSG 4dr (SWB) Bespoke interior, rock n roll bed, camper heater, solar power to spare battery, funder bed sliding ridge, suspension lift, interior LED lights including reading lights in the rear, 12v power....

VW T5.1 SWB HIGH LINE 140



£24,000 76000 2014
07746284650 Lincoln
E: simonrawlinson1@gmail.com
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VW T25 1989 REIMO CONVERSION



£6,500 119000 1989
07749335617 Retford
E: marknorman21074@gmail.com
Recon 1.9l engine <7,000 miles since. SMEV 3 ring hob, grill & sink, 3 way fridge. Zig unit. Stainless steel exhaust, hub caps. New starter motor, recon Pierburg carb, fuel pump, fuel lines, fuel tank, ignition coil. Full respray '12 but now rusting on seams & arches again. MOT Sep2020. Agreed valuation £8k Inspections welcome. Owned 10 years

WILDERNESS ADVENTURER T25 4X4



£31,750 57130 1989
00447876598083 Norwich
E: boilingpointmusic@gmail.com
T25 16" syncro LHD ex NATO camper van overland 4 x 4, completely converted with style!! Sadly having to sell as I'm moving to Crete Featured in January 19 Camper & Commercial "Wilderness Adventurer". TDI 1.9 diesel engine with turbo, front rear difflock, De coupler 2wd-4wd,, Power steering, Foxwing awning, Custom interior, Westy pop top roof. sleeps 4

VW T25 DEVON 2.0 AIR COOLED



£10,500 1982 92000
Colchester 07891967217
E: simonhendy1@hotmail.com
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T5.1 T28 2010 5SEAT 5 BERTH



£22,000 135 2010
07999823293 Swansea
E: rogerbeynon@hotmail.com
VW Transporter serviced mot, 1 previous owner new dark wood interior diamond steele pumped water 2 gas burners twist pull back front passenger seats, sat nav, 24ins tv still with plastic. Pop top rockin roll bed one across the front solar panel new full gas. Table seats full kitchen fridge microwave summer/winter ready alloys elec pack 2 batteries



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Merry Dubmas Mince Pies

by Steve "autoholic" Edwards

As it's nearly Christmas what better than to roll up your sleeves and make pastry, it'll make a change from changing oil

We know that you can buy shortcrust pastry ready rolled, I've even used it in a recipe or two myself.

But, what's better than basking in the glory of making it from scratch when you serve them and you get nothing but praise? It's very easy but there are a couple of tricks you should be aware of. The first is to try not to overwork the mix as you turn it into dough and not to add too much water at a time, it'll just make it sticky and that's not what we're going for here. If the butter is cubed to start with and removed from the fridge for at least half an hour, it will be easier to work with. It doesn't need to be too soft, as you're going to the rub it through the flour. Start by cutting it as small as possible with a knife while in your mixing bowl with the flour, before diving in with your fingertips to finish it off. What you're aiming for is a crumb like texture, with as few lumps as possible before you add the water, a little at a time. You may not need all of it. If you decorate your pies as we have, and leave Santa a little drinkie of something, how could he not leave you van parts under your tree?

Ingredients

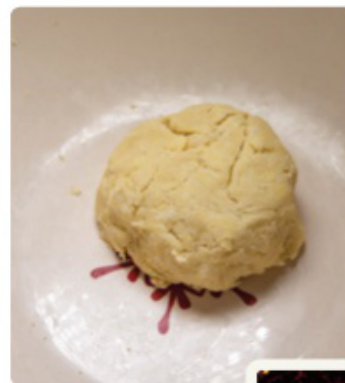
110g Plain flour
50g Butter, cubed
30ml Cold water
A pinch salt
200g approx Mincemeat mixture (roughly 12 teaspoons)

Method:

1. Pre-heat oven to 180C, 350F or Gas Mark 4.
2. In your favourite Christmas mixing bowl add the flour and butter, run a knife through the butter until the cubed pieces have become as small as possible.
3. Using your fingertips and thumbs, gently rub the butter pieces into

Top Tips

Be as gentle as possible when rubbing the butter into the flour, as if overworked the dough will become tough. There should be no pastry left over as any spare dough can be made into a sneaky jam tart or two as a treat for the cook. As always remember to clean as you go, nobody likes a messy kitchen!



the flour until the mixture has a crumb like consistency with as few lumps as possible.

4. Add small amounts of the water, until the mixture has come together and a dough has formed.
5. Place the dough in a reusable ziplock style bag and place in the fridge for at least 30 minutes.
6. Cover a flat surface with a dusting of flour and using a rolling pin that has been dusted too, roll out the pastry as thinly as you can, it should be no thicker than 1 or 2 millimetres. Cut circles with pastry cutters, we used 2 1/2 inch for the bases and 2 1/4 inch for the tops (they belonged to my Mum and are pre-decimalisation.)
7. Place the larger pieces in a greased shallow baking tray and add a teaspoon of the mincemeat mixture. Place the smaller pastry pieces on top and gently push them into the bases to seal and brush with milk.
8. Using some of the offcuts of pastry decorate using the logo of your favourite motor manufacturer and again brush with a small amount of milk. Using a sharp knife,



cut a small hole in the centre of each pie.

9. Bake for 15 – 20 minutes until the pies are turning golden brown. Remove from the baking tray and place on a wire rack and allow to cool then dust with icing sugar.
10. Place on an appropriate plate, with a suitable drink, near your fireplace with your stockings and hope that you're on Santa's nice list, or that these will act as a sufficient bribe to get you the van parts you want! 🚗

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Rise Of The Kombi

Words: **Alan Hayward**

There has been a subtle change in the scene this year, which has seen a growth in the 'Kombi Nation'

Kombis aren't new, far from it, but over the last few years there have been more and more working their way onto the show field. Last year saw an explosion. It probably has something to do with the increasing number of conversion companies offering neat solutions to turn Kombis into full on campers. The advantage is clear, in the week you have a vehicle capable of transporting round the family in some style and you still retain a fair-sized van for work or whatever. You can even remove the seats and have a full-sized Transporter. Then at the weekend you have a full camper with a full-sized bed!

The first solution that I saw in the flesh was CMC Reimo's Bike & Surf Kombi back in 2013. Whether it was actually the first one, I honestly couldn't say. But it was revolutionary at the time and was a neat easy to use solution. Fundamentally it was, and quite possibly still is, a metal frame construction that bolts to the lashing points. When the Kombi seat is folded down the frame folds out over top and a selection of upholstered pads form the mattress. It could be removed and stored in a few minutes, meaning the van could return to its primary



CMC's Bike and Surf



Kombi bed in situ



Van Haven's Haven 6 Kombi



A Haven 6 with Forty Winks bed and Slidepod installed

purpose once the weekend or holiday was over. The Bike & Surf also benefitted from a pop-top making it even more flexible.

Since then, many companies have offered variations on the Kombi bed theme. For example, Forty Winks currently have a fine, very user-friendly version on offer for under £500, although you will need to add a mattress to that figure. The main difference here is that they utilise the back of the folded down seat as the front end of the bed base. In fact, there are now many variations including some that offer a table in place of the (removed) single seat in the back row of seats. There are also versions of the bed for converting a Shuttle into a Kombi of sorts. Stiches + Steel now offer a more avant-garde solution involving a false floor with storage underneath and a full-size bed on a hoist.

The instigation of the kitchen

pod - again the first one I saw in the flesh was the Slidepods, although other options are now available - means that the Kombi really can now be a complete camper with both sleeping, cooking and refrigerated storage on offer. Once again these can be removed, some more easily than others, once the camping adventure is completed.

Now companies like Van Haven (see this month's shop tour) have moved the whole thing on again. They've taken the humble Kombi and turned it into a luxury vehicle, adding comfort, luxury and style. In truth this is the sort of thing that modders have been doing for years. But now the convertors have listened and are responding. Van Haven have in fact built their whole business on making the Kombi Kool. They, the other companies mentioned above and many others, have added another very flexible string to our Transporter bow. 🚐

Instagram...

Follow Alan on Instagram @vwbusalan to get a window on his world



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T6 On Tour

Words: **David Eccles**

Taking advantage of a lull between magazine deadlines, in late September we headed off for a week in North Norfolk in the loan T6



Whilst the rest of the UK was deluged that week, we seemed to be in a bubble and actually enjoyed blue skies and warm weather and though there were some heavy showers, we managed to somehow avoid them!

We've been to this part of the world before, but even so we were amazed to discover new things to do and see. Highlight of the week had to be the seal watching boat trip from Blakeney Point. To see large groups of Grey and Common seals basking on the shingle beaches or swimming close up to stare at you was truly memorable; it almost felt like you were watching a TV wildlife documentary. As well as seals there is also an abundance of bird life, the Brent Geese were



just arriving to over winter when we were there. There are several companies with different sorts of trips, some include landing on the reserve; on previous trips we had a dog so it was never on the agenda (though some people do take their dogs on the boats!)

The quintessential English seaside towns of Cromer, Sheringham and Hunstanton still retain an old-fashioned charm; you can still go crabbing from Cromer Pier or, like we do, buy it already dressed and prepared! Cromer also boasts some excellent fish and chip shops. Our favourite beach walk is along the sands below the crumbling cliffs from West Runton to Cromer; park in the car park and catch the coast hopper bus back. Sheringham is also the starting for the North Norfolk Railway steam train runs, though none were running the day we were there unfortunately.

Surprise of the trip was stumbling on Gooderstone Water Gardens, six acres of sculptured gardens and woodland with a trout stream, ponds, waterways and thirteen bridges and a great place to spot kingfishers, if you are lucky. A few miles down the road is Oxburgh Hall, a moated

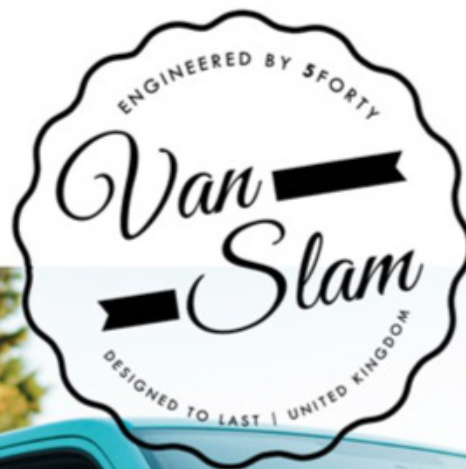
Tudor Mansion House dating from 1482. It's worth taking in the Hall itself even if just to experience the Priest's Hole, occupants could not have candles which would have consumed the oxygen and it must have been really scary hiding in total darkness from people wanting to burn you. Another historic building is nearby Felbrigg Hall, noted for Jacobean architecture and Georgian interior, though I must confess we whizzed round inside and spent our time exploring the gardens and acres of parkland walks, plenty of which are accessible by wheelchair or with a baby buggy.

The T6 performed faultlessly returning 40 mpg over 450 miles, much of which was on small backroads. But quite why the DSG autobox has manual option is still a bit of a mystery to me and, as for shifting gears using those paddles on the steering wheel, well what's that all about? I have had it all explained to me patiently but I just found it easier to let the bus decide for itself and enjoy the drive!

Our T5 is back with us now. Do I miss the T6? No, but the forthcoming T6.1 is another story...🚫



David Eccles is editor of **VW Camper & Commercial**, which covers the whole VW bus scene. He owned the same 1966 Devon camper for 34 years, before migrating to a new T5 California. You can contact David on editor@volkswagen-camper.co.uk.



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